

Today's
Advertisements.THEATRE ROYAL,
CITY HALL.

THREE MORE PERFORMANCES ONLY.

TO-NIGHT
(WEDNESDAY), THURSDAY
AND
SATURDAY,
6th, 7th and 8th December.

MADAME

KONORAH
THE MODERN WITCH
AND MISTRESS OF MYSTERIES
AND COMPANY OF FIRST CLASS
ARTISTS.CHANGE OF PROGRAMME
EACH NIGHT.
MORE MARVELS,
MORE WONDERS,
MORE SURPRISES.Doors open 8.30 P.M. Commence 9 P.M.
PRICES:—Dress Circle and Stalls 2s, 1st St.
Soldiers and Sailors in Uniform 1st 2s. 6d.
Booking Office:—ROBINSON ROAD, 67.
Hongkong, 6th December, 1899. [1487]

PUBLIC AUCTION.

THE Undersigned will sell by PUBLIC
AUCTION,
(FOR ACCOUNT OF WHOM IT MAY CONCERN),
ONFRIDAY, the 8th December, 1899,
Commencing at 11 A.M.
At the Godowns of the Hongkong & Kowloon
Wharf & Godown Co., Ltd., Kowloon,
103 Cases SUNDRY JAPANESE GOODS,
All more or less damaged by Fire and/or
Water &c. &c. &c.Comprising
CURIOS, GLASS BALS, LACQUERED
WARE, LAMPS, INKPOTS, TOOTH
BRUSHES, PORCELAIN PLATES,
VASES, TEA CUPS, TEA POTS, WATER
BOTTLES, JAPANESE TOYS, HIRANO
WATER, &c. &c. &c.
On View at the Place of Sale.TERMS OF SALE:—As customary.
PAUL BREWITT,
Auctioneer.

Hongkong, 6th December, 1899. [15072]

HONGKONG BENEVOLENT SOCIETY.

A GENERAL MEETING of the above
Society will be held on WEDNESDAY,
the 20th instant, at 12 o'clock (NOON) in the
CITY HALL.

The Public are invited to attend.

M. FORBES,
Hon. Sec.

Hongkong, 6th December, 1899. [15042]

FOR MANILA.

(Taking Cargo at through Rates for ILOILO
and CEBU.)

THE Steamship

"VENUS,"

Captain D. Imas, will be despatched as above
on SATURDAY, the 9th instant, at Noon.For Freight or Passage, apply to
BRANDAO & Co.,
Agents.

Hongkong, 6th December, 1899. [14954]

CHINA NAVIGATION COMPANY,

LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"TAIWAN,"

Captain Harder, will be despatched as above
on SATURDAY, the 9th instant.For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 6th December, 1899. [15012]

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"VUENSANG,"

Captain P. H. Rolfe, R.N.R., will be despatched,
as above, on MONDAY, the 11th instant,
at 4 P.M.This Steamer has Superior Accommodation
for First Class Passengers.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 6th December, 1899. [15064]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND

SINGAPORE.

THE Steamship

"ARRATON APCAR,"

having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
will be delivered from alongside.Cargo impeding the discharge will be landed
at once.Cargo remaining on board after the 8th
instant, at 4 P.M., will be landed at
Consignees' risk and expense into the Godowns of
the Hongkong and Kowloon Wharf and Godown
Co., Limited, at Wharf.Consignees of Cargo from SINGAPORE
and PENANG are requested to take IMMEDIATE
DELIVERY of their Goods from alongside,
such Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk and
expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 6th December, 1899. [15052]

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN

CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Post Office, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.Ladies and Children's Underclothing, Chil-
dren's Dresses, and all kinds of Embroidery,
Materials can be supplied, if required.The Superioress will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools;
who are taught by the Sisters.

Hongkong, 22nd April, 1892. [493]

Intimation.

A. S. WATSON & Co.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

BRANDIES.

- A.—Hennessy's Old Pale, Red
Capsule - - - - - \$18
- B.—Superior Very Old Cognac
Red Capsule - - - - - \$21
- C.—Very Old Liqueur Cognac \$24
- V.O.—Hennessy's Finest
Very Old Liqueur Cog-
nac, 1872 Vintage, Red
Capsule - - - - - \$36
- V.V.O.—E.—Finest Very Old
Liqueur Cognac, 1862
Vintage - - - - - \$48

All our Brandies are guaranteed to
be PURE COGNAC, the differences in
price being merely a question of age
and vintage.Sample bottles and smaller quanti-
ties will be supplied at proportionate
wholesale rates.A. S. WATSON & CO.,
LIMITED.

QUEEN'S ROAD, CENTRAL.

DEATH.

At Livermore, California, U.S.A., on the 23rd
October, WILLIAM, aged 42, eldest son of James
Greig, wool broker, Glasgow, and formerly of
Singapore.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, DECEMBER 6, 1899.

REUTER'S TELEGRAMS.

THE WAR.

Transport Ashore.

LONDON, December 4th.

The Transport *Isore* with the 63rd
Battery of Artillery, the 9th Medical Com-
pany and a portion of the 10th Hussars on
board, is ashore in St. Helena Bay, Cape
Colony. The troops have all been landed
but the horses remain on board some diffi-
culty being experienced in landing them.
Assistance has been sent.

Kimberley.

An official despatch from Kimberley 30th
November, states that the Bechuana and
police captured the enemy's lancer at West
Kimberley on the 28th November. Search
light communication between Kimberley and
Mogder River has been established. General
Kelly-Kenny commands the sixth division.

The War.

No accounts have been received from
Generals Methuen or Buller since the opera-
tions of the 28th November. It is supposed
that General Buller's first operation will be
the forcing of the passage of the Tugela river.News from Ladysmith, dated 25th Novem-
ber, states that the Boers' bombardment has
lately done much more damage. The Liver-
pool regiment and the remnant of the
Glosters lost 11, in killed and wounded
and several civilians and police
were also killed and injured. The Boers are
probably 10,000 strong. The health of the
troops is good but they are impatient of the
delay.News from Estcourt, 30th November, says
that a released prisoner who has come in
states that 15,000 Boers with 15 guns are
holding Colenso under the command of
General Joubert.Details of the Molder River fight state
that 1,000 Boers held a splendidly prepared
position to the Northward of Mogder River.
After 5 hours shelling from an invisible
enemy the infantry advanced and encounter-
ed a devastating fusillade from the opposite
banks and the dry bed of the river. The
troops never flinched and were lying down
for hours exposed to an unceasing fire.
Finally, at dusk, the Guards on the right,
and the Argyles on the left, forded the river.
The Boers evacuated the position during the
night. The Boers shelled the ambulance
waggons and wounded many of the men who
were under treatment.

WEATHER REPORT.

The Observatory report says:—
On the 6th at 11.55 a.m. barometric changes
are slight. Pressure is highest over China, and
low, apparently, between Formosa and Japan.
Gradients slight, with moderate monsoon on the
coast and in the N. part of the China Sea. FORE-
CAST:—Moderate N. winds; fine.

LOCAL AND GENERAL.

H. M. cruiser *Hepione* arrived at Singapore
on the 27th ultimo.A RECEIVING order has been made against the
Earl of Yarmouth for a hosier's bill amounting
to £74.THE Hon. Mr. Parsons, President of the
Junior Engineers, recently said it was possible
to build a cruiser with a speed of 44 knots on
the turbine system.Lord Charles Beresford, on Russian authority,
states that if the British fleet had gone to Port
Arthur when it was leased to Russia, the
Russian fleet had orders to withdraw.Two German scientists, Drs. Friedlander and
Ewers, are at present in Colombo, where they
will stay for about a month, subsequently
coming on to Singapore and the Malay
Archipelago.We regret to hear that Mr. W. W. Skeat has
had such a bad time of it in the Malay
Peninsula with the scientific expedition, that
he has contracted wet beri-beri and has had
to go into hospital in Penang.We are requested by Messrs. Deacon and
Hastings to inform our readers that the sale by
auction by Mr. G. P. Lammert of sub-section 6
of Sec. A of L.L. No. 1—advertised for to-
morrow, is indefinitely postponed.As the *Shanrock* has failed to win the America
Cup this year, it is stated that Mr. W. H.
Lever, the millionaire soapmaker, of Port
Sunlight, near Birkenhead, will next year enter
the lists on behalf of the old country.The Konorah Company will understand
after their visit here proceed to Canton where
they will give a special entertainment at the
Club Theatre, for one night only. They will
arrive in Canton on Sunday afternoon and
intend giving an entertainment on the following
Tuesday the 11th inst.THE Hongkong Football Club will play the
Hongkong Engineers Club on Saturday at
Causeway Bay. Kick-off at 4 p.m. The
Engineers will play as follows:—Moore, goal;
Lapsley and Dyer, full backs; Ritchie, Wilson
and Henderson, half backs; Galt, Henderson,
Smillie, Tucky and Duncan, forwards.We have received a very interesting and useful
publication from the Nippon Yusen Kaisha Co.,
which is intended to be of assistance to tra-
vellers who, intend to or are visiting Japan, it
is entitled "Handbook of information for
shippers and passengers by the steamers of
Nippon Yusen Kaisha," and is a 120 page
volume, well written and profusely illustrated
with well chosen views of various ports touch-
ed at by their excellent line of steamers. We
should recommend its perusal to tourists, as
likely to afford them much useful information
en route.A MEETING of the Sanitary Board will be held
on Thursday, 7th December, at 4.15 p.m.

ORDER OF THE DAY.

The Vice-President, pursuant to notice, will
move—That a Sub-Committee of the Board be
appointed consisting of the Medical Officer of
Health, Mr. Edward Osborne and one other
member to be nominated by the President, to
consider and submit recommendations for the
formation by Government of a Trust to be
endowed with a percentage of the assessed
Rates, and of the premia on Land sales, and
with suitable waste lands, or otherwise, and
to be charged with the duty, and invested with
the power, of carrying out sanitary improve-
ments in the City of Victoria, especially in the
matter of the abolition of insanitary areas and
of overcrowding.

AGENDA.

1. Proposed destruction of rats, as being
propagators of Bubonic Plague.
2. Correspondence re the cremation of the
bodies of Hindus.
3. Five applications for licences to keep
goats and swine.
4. Three applications for exemption of houses
from lime-washing and cleansing.
5. Report that Pokfulam Dairy is free from
Rinderpest.
6. Slaughter of certain cattle which were
infected with Rinderpest.
7. Proposed alterations of certain pork into
vegetable stalls Central Market.
8. Construction of a home for quarantined
dogs at Hunghom.
9. Mortality Returns from Macao for the
week ended 12th November, 1899.
10. Mortality Statistics for this Colony for
the weeks ended 25th November and 2nd
December, 1899.
11. Report by the Medical Officer of Health
on deaths from Beri-Beri during the current
year.

EXCISE OFFICERS MURDERED.

Yesterday afternoon an opium warrant had
to be executed at a Chinese village between
Kowloon City and Lyemun. Private Evans,
R.W.F., now serving as a special constable in
the New Territory, along with two excise constables
was sent to execute it. On arrival at the house
he went in and, finding illicit opium, arrested
one man. The master of the house, however,
ran out and incited the villagers against the
constables and a general attack was made.
Evans, wishing to frighten them, fired a
shot from his revolver into the air, when a
native, knocked it out of his hand, while
other natives attacked them with bam-
boos and stones. Evans managed to get
his weapon again, and kept them at bay by
firing at their legs until he had emptied his
chambers when he retreated into the water up
to his hips, loaded again and had another go
at them. By this time they began to be afraid
of him and retired. He was able to get back
to the police station and returned with assistance,
when they found the excise officers had been
either fished to death and then thrown into the
water or else drowned. Evans so severely
wounded one man that he died in hospital this
morning. The Opium Farmer is offering a
reward to those who will come forward and help
to arrest the murderers of his men.

THE FUND.

Dear Telegraph, I'm glad to see you've sent
the dubs along
To the London Daily Mail, its fully worth
The price you had to ante up to publish
Kipling's song—
Which should spread to all the corners of the
earth.
We're rather apt in Hongkong to think too
much of self,
To gloat upon our dollars' growing pile,
To forget the trials of others in the frantic race
for wealth,
But Kipling's song should make us pause
 awhile.There are some amongst us needy, there are
some amongst us poor,
But here the pinch of poverty's not known
Like it is in dear old England, when the wolf
is at the door.
And Tommy has been ordered off from home.
Let every mother's son of us give what he feels
he can,
And the rest give what, perhaps, they feel they
can't.
Show Kipling that we've read his song and
paid up to a man
For Tommy's wife, his kiddies and his aunt.Why can't we raise a concert and, recite old
Kipling's song,
And pass the hat around for Tommy's whelps?
I don't suppose that K. would mind or greet
with language strong
The use we'd put it to—each little helps.
Let us put collection boxes in the churches and
the pubs—
The kids and widows fund can know no creed—
And a dollar from a drunkard will go as far,
As from a "plaster saint," in time of need.When we give a dinner let us have a box
placed by the door,
And the boy, when handing sherry to a guest,
Can pop a Kipling's poem in his hand, and
you are sure,
The hostess with the box'll do the rest.
Why not charge a modest ten-cent-piece to
view a football tie,
And for polo games extort a nimble dollar?
It would swell the fund and make it grow—
result? why, bye and bye.
A Tommy's kid from hunger will not holler.I don't know how to put my thoughts in words,
they will not flow
As I'd like them to in making my appeal,
We've not felt the pinch of poverty and so we
cannot know
The pangs that Tommy's wife and kids will
feel.
I want to stir the public up and rake the dollars
in.
So I write to you this letter as a feeler,
If it adds another dollar to the widow's pile of
tin
It will serve the ends of truly yours, plain
GILAH.

SUICIDE OF SERGT. HEALY.

This afternoon at the Magistracy, before Mr.
Gompertz and a special jury an enquiry was
held into the circumstances attending the death
of the late sergeant William Healy, 25th Co.,
E.D.R.A.Inspector McNab had charge of the case.
The following gentlemen composed the jury:—
Messrs. T. R. Michael, W. Pemberton and J.
Francisco Leon.Captain Bewley, R.A.M.C., and Captain
Shephell, R.A., sat on the bench with the
Coroner.B.S.M. Power, R.A., said he had seen deceased
on the morning of his death. Witness had
been ordered to take him to a bunk under ar-
rest and placed him in charge of Corpl. Keeper,
giving him instructions not to leave his prisoner.
At minutes past 12 Witness was informed by
a gunner that deceased had shot himself. On
proceeding to the bunk he saw Sgt. Healy
resting on the bed with his head on the head-
board. A Q.M. Sergeant was supporting him.Lieut. Carlin R.A. said he was on duty as
orderly officer on the day in question. He
had put deceased under arrest for "drunk on
duty." He could not swear that deceased was
ordinarily a temperate man.John Lowry B. S.M., R.A., stated that on the
25th ultimo, at 11.30 a.m., he had visited the
bunk in which Sgt. Healy was confined, and
reported on his condition. He found deceased
lying on the floor. He appeared to be drunk;
he reported the matter. He had known de-
ceased since last May; he could not say that
he was drunk and incapable.Q. M. S. Clark, R.A., said that on the 25th
ultimo, at 11.45 a.m., he saw Sgt. Healy
Healy inside the bunk where he had been
placed under arrest. He was confined in a
N. C. O. room; he did not see him again until
he heard a shot fired, on which he went into
the room, accompanied by Corpl. Keeper, and
found deceased sitting on the bed. He had shot
himself to the best of witness's belief he was dead.
He immediately sent for the doctor, who, after
arrival, ordered the door to be locked. He
noticed a slight wound on the top of deceased's
head. The carbine with which he had shot him-
self was lying on the floor. Four carbines were
kept in the room; he could not say where he
got the ammunition. The room is really part of his
store, his storeman sleeping there. The car-
tridge with which deceased shot himself was a
service one, different to the ammunition in the
room; he could not say where the cartridge
was got from. Captain Wallace had after-
wards inspected his ammunition store
and found that none was missing. Deceased
had been in hospital with a bad foot
for about a month and a half, but had
come out about a fortnight before. Deceased
was a married man, with his wife in the Colony,
but had no family. A N. C. O. is not usually
searched when put under arrest, a private is.
He had seen the body at the public mortuary
on the following morning; he could say that it
was the body of Sgt. Healy.By Mr. Michael, the other carbines in the room
were not loaded; he was certain of that
as they were cleaned every morning by the store-
man.

Case proceeding.

THE MISSING STEAMSHIP
"HUPEH"News has at length come to hand which
settles the fate of the *Hupah*. This ship has
been overdue for several weeks and has caused
Messrs. Butterfield and Swire considerable
anxiety. It is now, however, certain that she
has been wrecked, we understand, off the coast
of Luzon, South of Manila. All the Europeans
were saved, but a number of the Chinese on
board lost their lives. It is reported that the
Captain and crew were obliged to take to the
boats, in which they were, for several days,
floating at the mercy of wind and waves with
an inconsiderable supply of food and water.BAZAAR AT ST. ANDREW'S
HALL.A Bazaar was held in St. Andrew's Hall
yesterday by the Sisters of the French Convent,
assisted by a number of Hongkong ladies, for
the purpose of raising funds for the Chinese
orphans under their care.The Bazaar was well attended and the floral
decorations, lavished with an unparalled hand
upon the tastefully arranged stalls, rendered
the otherwise sombre Hall a very attractive
picture. During the afternoon the Bazaar was
thronged, principally, of course, by ladies, though
later a good sprinkling of gentlemen ventured
to put in an appearance. The band of the
Hongkong Regiment, added to the enjoyment
of the visitors by their well chosen musical
selections, which seemed to be especially ap-
preciated by the crowd of children—the charges of
the Sisters—who were paraded round the Hall
during the afternoon. At times, however, the
place was, really uncomfortably crowded and
demonstrated the need of holding these
increasingly popular bazars in a more
spacious room.The ladies who presided at the stalls seemed
to be past mistresses of the craft and few of
the venturesome gentlemen who had the temerity
to "face the music" managed to escape from
their charming persuasiveness empty handed.
In fact to pass through that bazaar, unscathed
in the gentle seductions and allurements of the
fair presents, required a stern resolution;
which should fit the unhappy possessor for a
position as either a burglar, or a Capt. Supt. of
Police. The following were the fair presidents:
Miss Shepherd, Miss Stopani, Mrs. Tomes,
The Misses Powell, Mrs. Powell, Madame
Volpicelli, Mrs. Marty, Miss M. Bain, Mrs.
Morris, Mrs. Lawson, Mrs. Hawkins, Mrs.
Jackson, The Misses Heemskerk, Mrs. Francis,
Mrs. Ormsby, Mrs. Hastings, Mrs. Figgot, Mrs.
Laua, Mrs. Scott, Miss Heidelberg, Miss
Heermann, Mrs. Heermann, Mrs. Forbes, and
Mrs. Shepherd, and the following ladies presided
at the refreshment table, dispensing the "cup
that cheers &c." at popular bazaar prices:—
The Misses May, Miss Dickson and Miss Vernon.

SHOOTING.

H.M.S. "ENDYMION" & ROYAL ENGINEERS
RIFLE CLUB.Teams from the above fired a friendly match
at Stonecutters on Saturday last, 2nd instant.
It was intended to fire at 200, 500 and 600 yds.,
but owing to the heavy showers that came on
just at the conclusion of firing at 500 yards,
the light became so bad that it was impossible
to complete the longest range. Service targets,
positions, and marking as for class firing were
used during the match. Below are the
scores:—

	200	500	Total.
Sgt. Bowery	26	35	51
Ar. Sgt. Blair	23	26	49
C. S. M. Wallace	26	23	49
Q. M. S. West	21	26	47
Corpl. Jenner	24	21	45
" Hills	24	20	44
" Jones	21	22	43
" Ledingham	21	19	40
Total	186	182	368

H.M.S. "ENDYMION."

	200	500	Total.
P.O. Shannahan	26	24	50
" Cox	24	24	48
" Goskin	24	24	48
" Frith	23	21	44
Sgt. Bell	21	23	44
P.O. Luser	21	21	42
" Isaac	21	20	41
Pt. Hayward	22	19	40
Total	182	176	358

ITEMS OF INTEREST FROM
HOME PAPERS.

Price of Iron.

The price of iron still keeps high and is likely
to go up; sellers making no reduction when
orders are booked four months in advance.
Some consumers have already secured their re-
quirements for 1900.

Clever Swindler Caught.

Some little time ago, we gave the report of
the clever frauds perpetrated by a man named
Gordon, who advertised in the Continental
papers for men, used to the care of horses, to
be sent to the Transvaal, for the British go-
vernment. Each applicant had to forward a
small sum to him. Gordon received thousands
of applicants and made a fine haul. When
some of the applicants, however, called at his house,
it was discovered that Gordon had decamped.
He has since been arrested by Sgt. Carlin.
After a desperate struggle and it has since been
inspired that he is wanted in Paris for having
defrauded a gentleman of 50,000.The Late Miss Florence Night-
ingale.The *Morning Leader* devotes nearly a column
to a eulogistic biography of the late Miss Flo-
rence Nightingale, the Soldiers' Heroine. Her
father was a wealthy Hampshire squire, and she
was born 70 years ago in Florence—hence her
name. From her earliest maidenhood she
devoted interest in those suffering from
illness and, unfortunately, for which purpose she
studied in the hospitals of London, Dublin,
Edinburgh, and Paris, perfecting her medical
education at the Kaiserworth in Germany.
Seeing the hardships of our soldiers caused
by the inadequacy and mismanagement of
our hospital service in the Crimea, she
volunteered her services and organized the
corps of lady nurses, to whom, even to the pre-
sent day, many a soldier will turn with grateful
remembrance of kindnesses performed by
them while he was laid on a bed of sickness.
Her noble work during the war is familiar
to everyone, the following incident, how-
ever, has perhaps escaped notice, but will
show how much her efforts were appreciated
by the nation and military authorities alike;
at that time:—"After the war Lord Stratford de Redcliffe,
who had perhaps himself acquired as much
reputation from it as any man, gave a dinner
to officers who had been engaged, and the
close invited each guest to write on a slip of
paper the name connected with the war which
would survive in future 'ages.' All, without
exception, wrote the name of Miss Nightingale."
The war over, she returned home, a martyr of
charity to mass the rest of her life a hopeless
invalid as the result of her self-imposed labors.
The article pathetically concludes:—
Now she has gone, but asking her sheaves
of good such as it is given to few to accomplish.
We can only add, and we are sure all British
soldiers will concur, that by the death of Miss
Florence Nightingale England has lost one of the
finest women she has ever had the honour ofcalling daughter, and this soldier loses one of
his truest friends.

American Ladies' Sympathy.

We recently reported that the American
ladies had held a meeting and decided to
provide a hospital ship for the troops in the
South Africa. The difficulty was to get a ship
that could be "f

Missing.

Thirty-nine Dublins and four Blue-jackets are missing at Estcourt, but the number of the Natal Volunteers is still unknown.

News via Lorenzo Marquez.

LORENZO MARQUEZ, 17th November.
News from Ladysmith, dated the 16th, states that the town was shelled throughout the night and day, and the garrison was hard pressed. Four thousand Boers have joined the Estcourt command at Ennersdale to meet the British relief column.

Tugela Bridge has been destroyed. The Portuguese are erecting fortifications on the border.

Six hundred Free Staters, with two twelve-pounders, entered Alval North on the 14th, and have hoisted the Republic's flag, declaring the town and the district part of the Free State.

Trustworthy reports say that the Free State commandos generally are in motion along the Orange River, and important developments are expected.

A Narrow Escape.

BOMBAY, 18th November.

Lieutenant Brooke, of the 9th Lancers, narrowly escaped capture while scouting during a reconnaissance at the Orange River on the 10th. His horse was shot under him, and a bullet went through his helmet. The British artillery shelled the enemy behind the ridges, drawing a heavy rifle fire on the Northumberland Fusiliers. The scene of the fight is forty miles south of Kimberley. The enemy are very strong, and will require a strong force to dislodge them.

The Captured Train.

CALCUTTA, November 18th.

A special London telegram to the *Englishman* states that the capture of the armoured train from Ladysmith near Colenso, and the capture or slaughter of the greater number of the combatants aboard, occurred under the following circumstances:—The enemy, in considerable numbers, were hiding in the scrub near Chieveley, where they had pulled up some rails. They then trained their guns on to the spot, and the moment the train made a gallant stand. Mr. Winston Churchill admirably seconded the efforts of the Regular officers.

Methuen's Advance.

LONDON, November 18th.

General Methuen and his staff arrived at the Orange River on the 12th.

Khamu.

The Boers who attacked Khamu were accompanied by armed natives. Khamu has sent a regiment to Selukive and another to Melclouti. The intervention of Khamu introduces a new factor in the war as hitherto it was hoped that no natives would join.

Near Estcourt.

400 Boers have joined the commandos at Ennersdale, near Estcourt. One of the bridges over the Tugela River has been destroyed.

Boer Despatches.

Boer despatches from Ladysmith are beginning to reach Lorenzo Marquez. The latest describes a severe cannonade as taking place on the 14th, in which the British apparently got the best of it, and adds that heavy fighting has taken place between the Free Staters and the British to the south of Ladysmith, the result of which is unknown.

Sortie from Ladysmith.

A telegram from Estcourt, dated the 17th, states that a runner has come in from Ladysmith with news from Sir George White that all was well there, and that the Boer shells were ineffective. Sir George White made a sortie, and drove the Boers from their big guns without any loss to the British. The town is quite healthy. The *Times*, in a telegram from Estcourt, confirms the news of the sortie made by the Colonials from Ladysmith, and Reuter adds that the runner who left Ladysmith on Wednesday afternoon states that in the successful sortie by the British, on Tuesday, the Boers lost five killed and two wounded. The Boer despatches confirm the news that the great Tugela bridge has been destroyed. Further details from Ladysmith state that the Boers endeavoured to make their investment of the town closer, but they were repulsed. Sir George White then made a sortie and drove the Boers from their advanced positions, inflicting on them heavy loss. It is reported that the enemy there is becoming seriously short of provisions.

Reinforcements.

The transports *Mongolian*, *Pavonia*, *Jamaican*, *Cephalonia*, and *America* have arrived at Cape Town. Some of the transports will land their troops at Cape Town, and others at East London, and others in Natal. The Press censorship, however, conceals the movements being made by troops.

Attempt to rush Estcourt.

The Boers attempted to rush Estcourt to-day, and were supported by their artillery, but the fire of our naval guns and volleys from the Dublins promptly repelled them. All details regarding Col. Methuen's column assembling on the Orange River are suppressed, but it is known that they will march as fast as possible.

Jack's the Boy.

LONDON, November 10th.

Details from Estcourt of the attempt made by the Boers on the 18th instant to rush the place, state that the enemy advanced quite confident of an easy victory in face of the Dublin Fusiliers' volleys, when suddenly a shell from the naval gun burst in the middle of the crowd of Boers, who doubled back helter-skelter, never dreaming that the British possessed a long-range gun at Estcourt.

Prisoners.

The prisoners from the armoured train, including Mr. Winston Churchill, have been sent to Pretoria.

The Relief of Kimberley.

Reuter wires from the Orange River on Thursday that arrangements are completed for the advance on, and relief of, Kimberley. General Lord Methuen is only awaiting details. The Scots Guards and one battalion of the Coldstreamers have arrived. The other, with the Grenadiers, is expected shortly. A Naval Brigade joins the Corps.

Defence of Ladysmith.

CALCUTTA, 20th November.

A special London telegram to the *Indian Daily News* states that at Estcourt, which has been so gallantly defended, and from which the Boers have been more than once repulsed, General Bullard is now commanding, and

his little force is being extremely well handled and employed. The resistance which the enemy are experiencing in this quarter has seriously interfered with their original plan of a full concerted assault on Ladysmith. The pluck, aggressiveness, and resource of the garrison are puzzling as well as disconcerting the Boers, and are materially relieving the pressure at Ladysmith until the arrival of reinforcements, which are hourly expected.

A V.C. for Mr. Churchill.

The extreme gallantry of Mr. Winston Churchill, in the disaster which befell the armoured train at Chieveley, is a theme of universal admiration, and, on his release from the hands of the Boers, who are said to have sent him to Pretoria, it is expected that an attempt will be made to relax the rules of the Service and so allow of the Victoria Cross being conferred upon him. The ex-Hussar practically took charge of the wounded in the escape from the wreck, and directed the retreat with great skill and intrepidity. When the convoy was safe beyond the rifles of the Boers, he determined to return to the assistance of the wounded who had been left behind; and, seizing a rifle from a wounded soldier, he led the engine and hurried back. His activity made him a conspicuous object for the Boers, who swarmed round him and made him a prisoner. Captain Haldane was also conspicuous by his gallant conduct on this occasion. Despite the tenderness of a wound received at Elandsburg, from which he had not quite recovered, he was in the thick of the fray, encouraging the men in fighting against tremendous odds; and it was only after he had been disabled by a serious wound in the shoulder that the Boers succeeded in capturing him.

Methuen's Brigade.

BOMBAY, 20th November.

A *Romby Gazette* cablegram states that on the 5th November the Guards Brigade arrived at the Orange River, and marched to their station quarters. The men are in high spirits and fit. Lord Methuen is exercising the troops in night marches.

In Cape Colony.

LONDON, 20th November.

The Boers have crossed the Bethulie Bridge at Norval's Pont and occupied Colenso, in Cape Colony, thus suspending the trains to Nauwpoort. Trains proceeding to De Aar have been stopped at Krakul. The British force at Colenso has been withdrawn and concentrated southwards.

Dr. Leyds' Methods.

The *Daily News* describes Dr. Leyds' method of nobbling the Continental Press. He spends £10,000 monthly in Paris.

The Hon. J. Lowther sat upon.

The Hon. James Lowther has condemned the war as a capitalist job, but the *Daily News* proves that it was nothing of the kind.

Wireless Telegraphy.

Captain Kenney, with a company of Sappers, has started for the Cape. The Sappers will take the necessary apparatus for utilising Marconi's system of wireless telegraphy.

Artillery for the Cape.

To-day some specially mounted 12-pounder quickfiring guns and new 15-pound quickfiring guns with 400 seamen and gunners left Portsmouth for the Cape.

Boer Committee in Paris.

The French police are shadowing a Boer Committee which has been formed in Paris.

From Dutch Sources.

THE HAGUE, November 20th.
The Boer force in Natal has been reinforced by 4,000 men to keep the British reinforcements in check. General Bullard has refused to allow Colonel Schiel, the German prisoner, freedom of movement, although the latter had given his word of honour not to attempt to escape. There are now fourteen hundred British prisoners at Pretoria. The situation at Ladysmith is mysterious. Vague rumours of British attempts at relief are current. The column to relieve the garrison is not expected to be ready until the 18th December.

M. Pavloff on Russia and Japan.

M. Pavloff, the Russian Minister in Korea, has arrived at Washington. He declares that there is no basis whatever for the reports that there is a conflict between Russia and Japan regarding Korea. Both Powers, he says, have entered into a twofold compact to maintain the independence of Korea.

AN UNWISE SCHOOLMASTER.

HE RUES THE STRAITS.

Recently, an action brought by the Crown Agents for the Colonies against Mr. Henry Hoyle, an assistant schoolmaster, of Fleetwood, to recover money under an agreement, was heard before Mr. Justice Mathew and a special jury. Defendant denied liability on the ground that he was induced to enter into the agreement by a misrepresentation. It appeared that in the early part of 1897 the plaintiffs advertised in the *Schoolmaster* for two assistant masters to proceed to the Straits Settlements, and stated that the selected candidates would have to enter into a contract to serve for three years at a salary of \$100 per month, with an additional of \$15 if quarters were not provided. Defendant applied for one of the vacancies, and received a printed circular which stated, amongst other things, that if he left the service of the plaintiffs before the expiration of his term of three years, he would have to refund the amount expended in providing him with a free passage out; that the value of the dollar varied in accordance with the rate of exchange; and that for the purposes of payment in this country of leave pay or pension allowance, the value of the dollar should be reckoned in the former instance at 4s., and in the latter at 3s. 8d. Defendant said this statement led him to believe that the value of the dollar in the Straits Settlements would be about 4s., and that in consequence he accepted one of the vacancies. When, however, he reached Singapore, he found that the value of the dollar was only 3s. 11d., and, as he was unable to pay his way, having regard to the cost of living in a tropical climate, and the fact that he had to refund to the Government £79 expended upon him while he was at the Straits, he resigned his appointment and returned to this country. He submitted that the agreement was void, and that the plaintiffs were not entitled to recover. The plaintiffs, on the other hand, urged that there had been no misrepresentation on their part; that the agreement between them and the defendant was perfectly clear. The jury found a verdict for the plaintiffs for the amount claimed, £31 odd.—*Straits Times*.

JERUSALEM.

WHY HAS THE STOCK FALLEN?
WHAT THE DIRECTORS SAY.

Since there have been many runouts in the market, during the last day or two, about the shares of the Jebelu Mining and Trading Company, Ltd., says the *Straits Times* of 27th ultimo, it seems proper to state the following facts which have been obtained by enquiry from Mr. Joagim, the Chairman of the Company, and Mr. Reid, a director.

After numerous unexpected and accidental delays with machinery—the delays that seem to take place everywhere from Raub downwards—it was expected to have started crushing at Jebelu this month. As a preliminary to crushing, the services of an experienced tinsmith, a highly-technical officer, had been obtained; and he arrived. When he arrived he said in substance, "But where is the water for the tinsmithing? This water supply that you show me will not keep us going for more than four hours out of the twenty-four." There followed telegrams and letters, and it is to be feared there may follow recriminations, since the Board will ask certain explanations from persons on the spot. Meanwhile, the Board has ordered, and we think, have despatched the most powerful steam pump to be had in Singapore with two boilers, to work it; and with that steam pump they propose to take water from an adjoining river, the pipes to connect the dressing house with the river having also been sent. There is unlimited water in the river. This arrangement will suffice temporarily, at all events; although, if additional heads of stamps are to be put down, further outlay will not do. The pumping machinery for obtaining additional water by gravitation and by constructing additional reservoir accommodation. As the funds of the Company openly and admittedly were only sufficient to last them until crushing began, without further outlay on machinery, it is not improbable that additional capital may have to be raised. "If that should be necessary, the directors do not anticipate any unreasonable difficulty in obtaining it, although the situation is slightly complicated by the fact that, just at this particular moment, the local market is disapproving. However," as Mr. Reid said affably to the reporter, such disapprovements are a part of the habit and nature of lodes, which like to be run after like ladies.

"But if, after running, you cannot find them?" said the reporter.

"Go to," said Mr. Reid. "If you had commanded Kimberley, it would have been surrendered to the Boers."

FEDERATED MALAYA.

THE GOVERNOR'S IMPRESSIONS.

The annual reports on Federated Malaya for 1898 have been laid before Parliament. They were forwarded to the Secretary of State by the Governor along with a covering despatch. After noting the more striking portions of the reports, the Governor concludes thus:

"The Residents' reports furnish a full account of the year's work, and I will only add an expression of my appreciation of the loyal manner in which they have worked together, under the Resident-General's direction, to further the interests of the Federation and those of each individual State. A very satisfactory feature in the progress of Federation is the absence of all friction between the Native Rulers of the different States and their English advisers. This is a matter which I have watched with some anxiety, as it seemed impossible to expect perfect harmony of feeling between men brought up with such different ideas and habits of thought. This satisfactory result is no doubt mainly attributable to the happy selections of the Residents who were charged with initiating the work, and to Sir Frank Swettenham's able supervision and guidance.—*Straits Times*."

NEUFELD'S ACCOUNT OF THE DEATH OF GORDON.

One of the most interesting parts of M. Neufeld's narrative of his twelve years' captivity in the Sudan is that in which he puts together what he has been able to learn concerning Gordon and his tragic end. He gives an altogether different account of Gordon's death from that of any previous chronicler. The officially accepted story is that Gordon was speared on the stairs, practically without making any resistance. According to Neufeld's story the reverse is the truth. Gordon fell fighting with a sword in one hand and a revolver in the other, and he was not overpowered until seventeen or eighteen of his assailants had gone down before him. The following is Neufeld's story of the last scene:

"Each day dawned when he retired to rest, he bolted his door from the inside, and placed his faithful body-servant, Khaleel Agha Orphali, on guard outside it. On the fatal night, Gordon had as usual kept his vigil on the roof of the palace, sending and receiving telegraphic messages from the lines every few minutes, and as dawn crept into the skies, thinking that the long-threatened attack was not yet to be delivered, he lay down wearied out. The little firing heard a few minutes later attracted no more attention than the usual firing which had been going on continuously night and day for months, but when the palace guards were heard firing, it was known that something serious was happening. By the time Gordon had slipped into his old serge or dark tweed suit, and taken his sword and revolver, the advanced derivishes were already surrounding the palace. Overcoming the guards, a rush was made up the stairs, and Gordon was met leaving his room. A small spear was thrown which wounded him, but very slightly, on the left shoulder. Almost before the derivishes knew what was happening three of them lay dead and wounded at Gordon's feet—the remainder fled. Quickly reloading his revolver, Gordon made for the head of the stairs, and again drove the reassembling derivishes off. Barring back to reload he received a stab in his left shoulder-blade from a derivish concealed behind the corridor door, on reaching the steps the third time he received a pistol shot and spear wound in his right breast, and then, great soldier as he was, he rose almost above himself. With his life blood pouring from his breast—not his back remembering—he fought his way step by step, kicking from his path the wounded and dead derivishes, for Orphali too had not been idle, and as he was passing through the doorway leading into the courtyard, another concealed derivish almost severed his right leg with a single blow. Then Gordon fell. The steps he had fought his way down were now covered with the bodies of dead and dying derivishes. No derivish spear pierced the live and quivering flesh of a prostrate but still conscious Gordon, for he breathed his last as he turned to face his last assailant, half-raised his sword to strike, and fell dead with his face to heaven."

Mrs. Myles—I told Mrs. Eyles I had heaped coals of fire on her head, and she looked worried. Mrs. Eyles—What made her look worried, do you suppose? "She didn't know whether they were on straight or not."

HARD LINES.

The *Public* asserts that the officers of the garrison of Rennes are now convinced that Colonel Jounat, the President of the Court Martial, and Major de Breton were the two officers who voted in favour of the acquittal of Captain Dreyfus. Their brother officers, according to this journal, refuse to speak to them, and at the farewell reception given at the Military Club in honour of General Julliard, that officer publicly insulted Colonel Jounat by putting his hands behind him and turning his back towards him, when the President of the Court Martial advanced to bid him farewell. The Echo de Paris stated that the re-trial of *Aurore* of the former's well-known letter beginning with the words "l'accuse," is to be postponed from the 25th prox. the date originally fixed, to December 18.

A CHASE IN THE CHANNEL.

The capture of a barque which had run down a Lowestoft trawler in the North Sea, and left the crew to their fate, was effected off Dover the other afternoon. Information of the occurrence was received at Dover in the morning, together with a request that the Customs authorities would watch for the vessel, and make arrangements for her arrest, if possible, under a writ issued by the owners of the Lowestoft trawler *Della*, the vessel which she had sunk. The Dover Harbour tug *Lady Vita* was accordingly chartered, and lay off Dover with the Customs officers aboard, a sharp lookout being meanwhile kept from various points. The orders to the tug were to capture the barque if she should be found within the three mile limit. Shortly after noon the barque, which is the *Berzelier*, of Genoa was made coming down Channel, but she was well outside the territorial waters. The tug chased the vessel until it was necessary for her to tack, which the captain saw would bring her within the three mile limit. The manoeuvre was entirely successful, the barque being captured to the west of Dover and towed back to harbour there under arrest. The name of the ship would have been known but for the smack *Renovation*, of Lowestoft, which saw the collision, and chased the Italian vessel until she got near enough to ascertain her name.

AMERICAN WOMEN.

PROPOSAL TO EQUIP A HOSPITAL SHIP TO SOUTH AFRICA.

The following appeal has been issued at a meeting of American ladies resident in London held recently, and presided over by Lady Randolph Churchill:

Great Britain is now involved in a war affecting the rights and liberty of the Anglo-Saxon people in South Africa, and has under arms 70,000 troops to maintain such rights and liberty.

Fifty thousand English and American men, women, and children have been expelled from the States now at war with her Majesty's Government, and are congregated at Durban, Delagoa Bay, and Cape Town.

In consequence of the inevitable results of war, together with the congested condition of these places of refuge, the dangers of approaching summer and the dreaded African fever, there will be great need of medical attendance, nursing, and nourishing food before and after the cessation of hostilities.

The people of Great Britain have by their sympathy and moral support materially aided the people of the United States of America in the war with Cuba and the Philippine Islands; and it is therefore resolved that the American women in Great Britain, whilst deploring the necessity for war, shall endeavor to raise among their compatriots here and in America a fund for the relief of the sick and wounded soldiers and refugees in South Africa.

It is proposed to dispatch immediately a suitable hospital ship fully equipped with medical stores and provisions to accommodate 200 patients for three months, with a staff of four doctors, five nurses, and 40 non-commissioned officers and orderlies. For this purpose a sum of £20,000 will be required, which it is desired to raise within a fortnight.

The appeal is signed by Lady Randolph Churchill, chairwoman; Mrs. Blow, hon. secretary; Mrs. Ronalds, hon. treasurer; 7, Cadogan Place, S.W.; the Duchess of Marlborough, Mrs. Joseph Chamberlain, the Countess of Essex, Mrs. Bradley-Martin, Mrs. Earle, Mrs. Arthur Paget, Mrs. Van Duzer, Mrs. Taylor, and Mrs. Seild.

SHIPPING REPORTS.

Captain E. J. Buller, of the steamship *Chensang*, from Wuhu, reports:—Having experienced moderate N.E. monsoon and sea to port.

Captain P. Jespersen, of the steamship *Swaleve*, from Haiphong, reports:—Pleasant weather throughout with N.E. winds. Passed on the 4th inst., a French man-of-war, off Hainan Point, bound westward.

Captain E. Fey, of the steamship *Aratoun Aghar*, from Singapore, reports:—From Singapore to Paracel Islands strong monsoon and high sea, fine weather, clear to overcast sky, thence to port moderate winds and sea, fine and cloudy.

Captain A. J. Robson, of the steamship *Halilong*, from Coast Ports, reports:—Tamsui to Amoy moderate E. gale with high sea and drizzling rain. Amoy to Swatow fresh N.E. winds, moderate sea, showery and overcast. Swatow to Hongkong moderate easterly wind and sea, fine clear weather. Vessels in Tamsui on the 2nd inst.—*Malden* and *Amoy*. In Amoy on the 4th inst.—*Pakistan* and bark *Omiga*. In Swatow on the 5th inst.—*Jason* and *Dagmar*.

NOTANDA.

CALENDAR.

DECEMBER.

Meteorological means based on fifteen years' observations to 1898.
Barometer 30.181
Thermometer 62.4
Humidity 64
Rainfall 0.985

TO-DAY.

Barometer 30.15
Temperature 69
Humidity 57
Rainfall 7.9

TO-DAY.

Wednesday, 6th December, 1899.
Chinese—4th of 11th moon of 25th year of Kwang-shi.
Sun—Rises 6hr. 27min.
Sets 5hr. 40min.

High water—Afternoon 4hr. 40min.
Afternoon 10hr. 35min.
Low water—Morning 5hr. 27min.
Afternoon 5hr. 35min.

ANNIVERSARIES.

1460—B.C. Confucius died.
1843—Her Majesty the Queen approved of the name of Victoria for Hongkong city.
1848—East India Co.'s last servant left China.
1890—The Nippon Yusen Kaisha's steamer *Tokyo Maru* ran ashore on Mela ledge, but was raised by Capt. Drummond.
1898—Pirates attack town of Ilenoi, four persons killed.

TO-MORROW.

Thursday, 7th December, 1899.
Chinese—5th of 11th moon of 25th year of Kwang-shi.
Sun—Rises 6hr. 25min.
Sets 5hr. 40min.
Moon—in Perigee 2hr. 20min.
High water—Afternoon 5hr. 20min.
Afternoon 11hr. 27min.
Low water—Morning 6hr. 13min.
Afternoon 5hr. 35min.

ANNIVERSARIES.

1815—Marshal Ney shot.
1842—European factories at Canton destroyed by a mob.

AGENDA.

TO-DAY.

Cargo ex *Hongkong Maru* subject to rent.
9 p.m.—Performance by Madame Konorah at City Hall.

H.K.V.C. ORDERS.

5-6 p.m.—Unenrolled drummers practise.
5.30 p.m.—"D" Co., Arm Drill, at Headquarters.
6 p.m.—"E" Co., Company Drill, at Headquarters.
6-7 p.m.—Band practice.

TO-MORROW.

Sale by Auction by G. P. Lammet of Lease of Inland Lot No. 1.
9 p.m.—Performance by Madame Konorah at City Hall.

H.K.V.C. ORDERS.

5.30 p.m.—F.B., Company Drill, at Kowloon Dock.
5.30 p.m.—"A," "B," & "C" Machine Gun Cos, Gun Drill at East Point.

FRIDAY, 8th.

4 p.m.—E. & A. S. Co.'s steamer *Australian* leaves for Sydney and Melbourne.
About 4 p.m.—Fete Match (Gillies Cup)—Walwyn v. Winner of No. 2.

SATURDAY, 9th.

Noon.—T. K. K. steamer *Hongkong Maru* leaves for San Francisco.
Noon.—P. & O. steamer *Clyde* with English mails leaves for London.
Afternoon.—H.K. Volunteers take part in Tactical Exercises.
4 p.m.—Cargo ex *Renader* subject to rent.
4.15 p.m.—Football Shield Tie—"D" Coy R.W.F. v. "H" Coy R.W.F.
9 p.m.—Last Performance by Madame Konorah at City Hall.

TUESDAY, 12th.

Ocean Steamship Co.'s steamer *Idomenis* leaves for London.

WEDNESDAY, 13th.

Imperial German Mail Line steamer *Konig Albert* for Hamburg.
H.K.V.C. ORDERS.
6 p.m.—"E" Co., Company Drill at Headquarters.

SHIPPING AND MAIL NEWS.

MAILS DUE.

Australian (*Airline*) to-morrow.
American (*China*) 9th inst.
English (*Parramatta*) 9th inst.
Indian (*Suisung*) 12th inst.
German (*Preussen*) 13th inst.
German (*Konig Albert*) 12th inst.
Australian (*Taiyuan*) 13th inst.
American (*Doric*) 20th inst.
American (*Nippon Maru*) 23rd inst.
Canadian (*Empress of China*) 25th inst.

The steamer *Afridi* from New York left Manila this afternoon and is due here on Friday the 8th inst.

The N. P. S. S. Co.'s steamer *Monmouthshire* arrived at Yokohama on the 5th instant from Portland Oregon.

The steamer *Tosa Maru* (European Line) left Singapore for this port 5th instant and is expected to arrive here on the 11th December.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of China* left Vancouver for Hongkong on Monday p.m. 4th December via usual ports of call.

HONGKONG AND WHAMPOA DOCK RETURNS.

Ship	From	At
<i>Isla de Cuba</i>	"	Kowloon Dock
<i>Isla de Luzon</i>	"	"
<i>Singapore</i>	"	"
<i>H.K.M.S. Hertha</i>	"	"
<i>Rohilla</i>	"	"
<i>Halatan</i>	"	"
<i>Clarra</i>	"	"
<i>H.M.S. Whiting</i>	"	"
<i>U.S. Iris</i>	"	"
<i>Powjan</i>	"	"
<i>De Juan & Austria</i>	"	Cosmopolitan
<i>Holstein</i>	"	"

PASSED THE CANAL.
Outward—10th November—*Siam*, *Tosa Maru*, 14th November—*Willingburg*, Bombay, 17th November—*Genfarg*, Bengal, 18th November—*Adnanus*, Ness, Annam, 21st November—*Antenor*, *Preussen*, *Redoutin*, *Derghen*, 24th November—*Merionethshire*, 28th November—*Caledonia*, *Alderney*, *Hitchi*, *Mari*, *Holzatia*, *Romney*, *Thordis*, 1st December—*Salazie*.
Homeward—1st December—*Bayern*, *Java*, *Maria*, *Valerie*, *Orestes*, *Tonkin*.

Shipping.

Arrivals.

Aratoun Aghar, British steamer, 2,820 T. 5th Dec., Calcutta and Singapore.
28th Nov., General—David, Sassoon Sons &

Intimations.

PHOTOGRAPHIC
PLATES, PAPERS, FILMS, CHEMICALS, KODAKS, CAMERAS,
&c., &c., &c.

Cost Port Orders Executed.

ACHEE & CO.,
FURNITURE STORE, 15, QUEEN'S ROAD, HONGKONG. (1239)

"CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS:

THE VICTORIA DISPENSARY,
HONGKONG.

(1247)

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for
T. SPRUE, DYSENTERY, DIARRHOEA, HEMORRHOID and ULCERATION
of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.
Sole retail by all Chemists and Wholesale

PETER SYS. COMPANY,
(Proprietors and Sole Manufacturers),
9, Old China Street,
Shanghai.

12th October, 1898.

SETTING UP OF DISTILLERIES
Rice - Corn - Sugar-cane, etc.
PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS
SETTING UP OF
Liquors Factories - Preserves Factories
Laboratories of Druggists - Essences Factories
STEAM KITCHENS
FOROT & GRANGE, rue Mathis, PARIS
Apply to Messrs. Dodwell & Co., Ltd., Hongkong.

DISINFECTANT
SANITAS
FLUID POWDER TABLETS &c.
WORTH A GUINEA A BOX.
BEECHAM'S PILLS
FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AFFECTIONS.
ANNUAL SALE SIX MILLION BOXES.
50 Cents per Box.
Prepared only by the Proprietors:
THOMAS BEECHAM, St. Helena, England.
SOLE AGENTS for HONGKONG and the
EMPIRE OF CHINA:-
WATKINS & CO.,
APOTHECARIES' HALL, 66, Queen's Road
Central, Hongkong.
LEVY HERMANOS.
DIAMOND MERCHANTS, JEWEL-
LERS AND WATCHMAKERS.
Sole Agents in the East for the distinguished
CLEMENT, HUMER and GLADIATOR Co., Ltd.,
DUNLOP TYRES' BICYCLES - Price, \$160.
A special reliable Watch made for this Climate.
Quality A.....\$16
Quality B.....\$12
40, QUEEN'S ROAD,
Watson's Building.
CAROLINE MAVENARIUS
USED FOR OVER 20 YEARS.
"With the Utmost Success."
Thoroughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus
Rot and Dampness.
Sole Agents for China,
LUTGENS, EINSTAMANN & Co.
Hongkong, 11th September, 1896.
NOTICE.
THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.
JEYES FLUID
THE BEST
DISINFECTANT
AVOID ALL RISK OF OUTBREAK BY
ITS USE.
W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 9th March, 1897.

F. BLACKHEAD & CO.,
SHIPCHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.
PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.
SOLE AGENTS FOR
HARTMAN'S RAUHEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMAN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.
Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK.
AT
REASONABLE PRICES.
Hongkong, 14th May, 1896.
KUHN & KOMOR,
JAPANESE FINE ART CURIOS,
21 & 23, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA,
and
36, DIVISION STREET, KOBE.
Hongkong, 15th March, 1898.

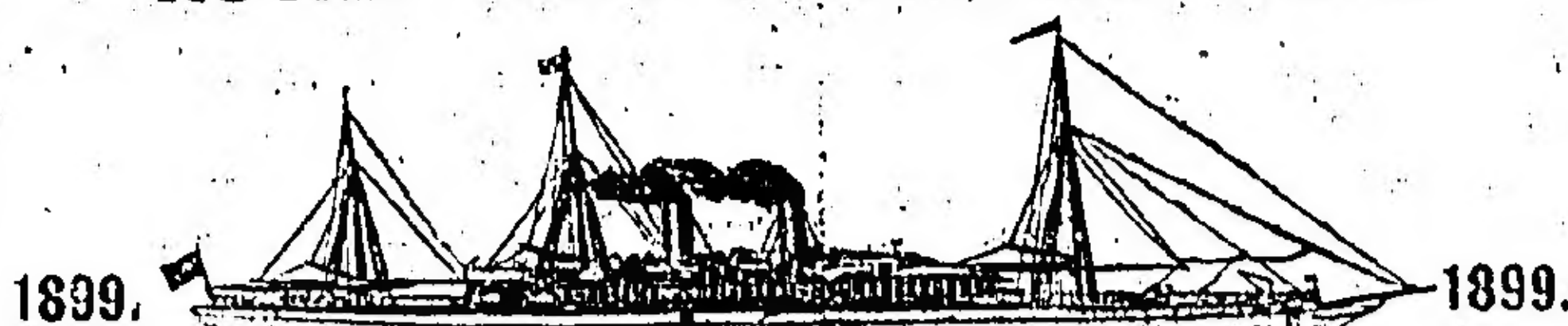
NOTICE.
THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.
JEYES FLUID
THE BEST
DISINFECTANT
AVOID ALL RISK OF OUTBREAK BY
ITS USE.
W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 9th March, 1897.

NOTICE.
THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.
JEYES FLUID
THE BEST
DISINFECTANT
AVOID ALL RISK OF OUTBREAK BY
ITS USE.
W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 9th March, 1897.

NOTICE.
THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.
JEYES FLUID
THE BEST
DISINFECTANT
AVOID ALL RISK OF OUTBREAK BY
ITS USE.
W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 9th March, 1897.

Mails.

**CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.**



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. ...WEDNESDAY, 20th Dec., 1899
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 17th Jan., 1900
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 14th Feb., 1900.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND
SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER
(B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and
make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS
of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM
THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made
at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD.
Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of China and
Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL
TRAINS (the Company having received the highest award for same at recent Chicago World's
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY
through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated
by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Fidder's Street.

Hongkong, 27th November, 1899.

**CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.**

IN CONNECTION WITH
THE ATCHESON, TOPEKA & SANTA
FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
VIA INLAND SEA OF JAPAN AND
HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS,
HONOLULU and SAN FRANCISCO, THE
UNITED STATES, MEXICO, CENTRAL, and
SOUTH AMERICA, &c.

Strathgyle... 5,025 about Dec. 20
Cardiff City... 3,602 about Dec. 31
Hiligan King... 3,379 about Jan. 15
Carmarthenshire... 2,929 about Jan. 31
THE Steamship

"STRATHGYLE,"
will be despatched for SAN DIEGO VIA
KOBE, YOKOHAMA and HONOLULU,
on or about WEDNESDAY, the 20th instant.
Through Bills of Lading issued to any point
in the United States.

Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel packages
will be received at the OFFICE until the same
time. All parcels should be marked to address
in full. Value of same is required.

Consular Invoices, to accompany cargo des-
tined to Points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.

For further information as to Freight or
Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, China and Japan.
Hongkong, 6th December, 1899. (113)

**NORTHERN PACIFIC
STEAMSHIP COMPANIES.**

VIA SHANGHAI, INLAND SEA, KOBE,
AND YOKOHAMA.

PROPOSED SAILINGS FROM
HONGKONG.

FOR VICTORIA, B.C., AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO
Saint Irene... 3,877 W. Atres... Dec. 20.
City of Dublin... 3,528 J. R. Rae... Dec. 30
Breconshire... 3,507 G. E. Elliott Jan. 13

ALSO
FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVIGA-
TION COMPANY.

Monmouthshire... 2,874 W. Evans Dec. 23
Aberdeenshire... 3,777 J. Murray Jan. 27

THE attention of Passengers is directed to
the very cheap rates offered by the Line.
HONGKONG TO LONDON £47.

Excellent accommodation. First-class Ta-
bles. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK £31.
The Railroad travelling is second to none on
the American Continent. Magnificent Scenery
of the ROCKY and CASCADE MOUNTAINS.
THE YELLOWSTONE NATIONAL PARK route.
Passengers to EUROPE may proceed by one of
the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.
Special rates allowed to members of Govern-
ment Services.

Through Bills of Lading issued to Pacific
Coast Points, and to Canadian and United
States Ports.

Consular Invoices of Goods for United States
Ports should be in quadruplicate, and one
copy must be sent forward by the steamer to
the "Flight Agent," Tacoma, Wash., or Port-
land, Or., (whichever may be the destination of
the Steamer).

Parcels must be sent to our Office (with
address marked in full) by 5 P.M., on the day
previous to sailing.

For further information apply to
DODWELL & CO., LIMITED,
General Agents.
Hongkong, 1st December, 1899. (14)

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL and
AMERICAN PORTS.)
THE Steamship

"CLYDE"
Captain C. T. Denny, R.N.R., carrying Her
Majesty's Mails, will be despatched from this
for BOMBAY, &c., on SATURDAY, the 9th
December, at Noon, taking Passengers and
Cargo for the above Ports.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London;
other Cargo for London, &c., will be conveyed
via Bombay with Transhipment.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further Particulars apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 27th November, 1899. (15)

**OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.**

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA
AND EUROPE;

VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Doric (via Shanghai, Nagasaki, Kobe, In-
land Sea, Yokohama and Honolulu) Saturday, 23rd Dec.,
at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, In-
land Sea, Yokohama and Honolulu) Saturday, 20th Jan.,
1900, at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, In-
land Sea, Yokohama and Honolulu) Tuesday, 13th Feb.,
1900, at Noon.

THE Company's Steamship

"DORIC,"
will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBE, IN-
LAND SEA, YOKOHAMA & HONOLULU,
on SATURDAY, the 23rd December, at Noon.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to Eng-
land, France and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities
of the United States or Canada. Rates, and
particulars of the various Routes may be ob-
tained upon application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic and Civil Services, to European
officials in the service of China and Japan, and
to Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4
P.M. the day previous to sailing. Parcel
Packages will be received at Office until 5 P.M.
same day; all Parcel Packages should be
marked to address in full; value of same is
required.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Freight or
Passage, apply to the Agency of the Company,
Queen's Building.
J. S. VAN BUREN, Agent.
Hongkong, 30th November, 1899. (16)

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TOSA MARU.....	YOKOHAMA (DIRECT).....	TUESDAY, 12th Dec., at 4 P.M.
H. Fraser.....	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI (WOSUNG), KOBE and YOKOHAMA.....	THURSDAY, 14th Dec., at 4 P.M.
RIOJUN MARU.....	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.....	FRIDAY, 15th Dec., at Noon.
F. L. Sommer.....	KOBE and YOKOHAMA.....	THURSDAY, 21st Dec., at 4 P.M.
KAGOSHIMA MARU.....	NAGASAKI, KOBE and YOKOHAMA.....	SATURDAY, 23rd Dec., at 4 P.M.
YAWATA MARU.....	MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MEEBOURNE.....	FRIDAY, 29th Dec., at 4 P.M.
FUTABA MARU.....	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID.....	FRIDAY, 29th Dec., at 4 P.M.
AWA MARU.....		

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 5th December, 1899.

**NORDDEUTSCHER
LLOYD.**



**HAMBURG-AMERIKA
LINIE.**

(Freight Service.)

(East Asiatic Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*KONIGSBERG.....	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG).....	About 15th December. Freight and Passage.
AMBRIA.....	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG).....	About 2nd January. Freight.
*SARNIA.....	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG).....	About 10th January. Freight and Passage.
*Fuchs.....	MARSEILLES, HAVRE & HAMBURG. (LONDON with transhipment in HAMBURG).....	About 20th January. Freight and Passage.
*SILEZIA.....		

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co.,
Agents.

(981)

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 9th Dec., at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Wednesday, 3rd Jan., 1900, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 27th Jan., 1900, at Noon.

THE Steamship

"HONGKONG MARU,"
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on SATURDAY, the 9th December, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and Passengers are allowed to break
their journey at any point en route.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities
of the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
Routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
RIO GRANDE, and NORTHERN PACIFIC
RAILWAY, on payment of \$4 in addition to
the regular tariff rate.

Passengers holding ORDERS FOR OVER-
LAND CITIES in the United States have,
between SAN FRANCISCO and CHICAGO,
the option of the SOUTHERN PACIFIC,
CENTRAL PACIFIC, UNION PACIFIC,
DENVER and RIO GRANDE, and other
direct connecting Railways, and from Chicago
to destination the choice of direct lines.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Service, to European
Officials in the service of China and Japan, and
to Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4
P.M. the day previous to sailing. Parcel
Packages will be received at Office until 5 P.M.
same day; all Parcel Packages should be
marked to address in full; value of same is
required.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco, in the
United States, should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
Queen's Building.
J. S. VAN BUREN, Agent.
Hongkong, 14th November, 1899. (1310)

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
China (via Shanghai, Nagasaki, Kobe, In-
land Sea, Yokohama and Honolulu) Saturday, 16th Dec.,
at Noon.

THE Company's Steamship

"CHINA,"
will be despatched for SAN FRANCISCO,
via SHANGHAI, NAGASAKI, KOBE,
INLAND SEA, YOKOHAMA and HONO-
LULU, on SATURDAY, the 16th December,
at Noon.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to Eng-
land, France and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities
of the United States or Canada. Rates may be ob-
tained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
Routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
RIO GRANDE, and NORTHERN PACIFIC
RAILWAY, on payment of \$4 in addition to
the regular tariff rate.

Passengers holding ORDERS FOR OVER-
LAND CITIES in the United States have,
between SAN FRANCISCO and CHICAGO,
the option of the SOUTHERN PACIFIC,
CENTRAL PACIFIC, UNION PACIFIC,
DENVER and RIO GRANDE, and other
direct connecting Railways, and from Chicago
to destination the choice of direct lines.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Service, to European
Officials in the service of China and Japan, and
to Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4
P.M. the day previous to sailing. Parcel
Packages will be received at Office until 5 P.M.
same day; all Parcel Packages should be
marked to address in full; value of same is
required.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco, in the
United States, should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
Queen's Building.
J. S. VAN BUREN, Agent.
Hongkong, 23rd November, 1899. (11)

NAVAL NOTES.

The Naval Manoeuvres.

On the preliminary cruise the battleships of the 12 fleet encountered very heavy weather, which served to show the many disadvantages of low freeboard vessels. Thus the *Daily Graphic's* correspondent in the Benbow states: "I spent the greater part of the morning watching the battleships and cruisers as they ploughed their way through the heavy sea. The *Rodney*, our next astern, was making bad weather of it, and every now and then a great wave would leap over her bows and smother her up to the fore barbettes. Then as her black nose heaved itself slowly up, the water poured from off her deck, in white cascades of foam in spray over her funnels. The *Thunderer*, however, was far the most exceptional object in the line to watch. Her exceptionally low freeboard makes her a very wet ship, in even a moderate sea, and this morning there was nothing visible beyond her funnels and the spar-deck. Her foremast, quarter-deck, and turret were far down under water, buried in creamy white foam—a veritable submarine battleship. The terrific force of old Neptune was vividly borne in upon one, while watching our ponderous battleships bob up and down like corks in a mill-race, and the question whether they could fight their guns under stormy conditions is not a difficult one to answer. The *Thunderer* would not be able to fire a shot for her whole strength lies in her big guns, and they are generally under water. The "Admiral" class, to which the *Rainbow*, *Howe*, *Collingwood*, and *Rodney*, belong, is very little better than the *Thunderer* in this respect, and it is satisfactory to know that all the new ships for the navy are being laid out on the lines of the *Albatross*. This vessel, with her great freeboard, keeps herself dry in a heavy sea, and her guns flats can be opened without fear of taking in tons of water. She is, moreover, a healthier and much more comfortable ship to live in, and these two considerations alone outweigh the pretensions of the older vessels, that they offer a smaller target to the enemy."

The behaviour of the new 11,000-ton cruisers in the heaviest weather was superb. They are steady and comfortable, and from their great length do not lose their speed.

French Gunnery.

The returns of recent target practice by the French Mediterranean fleet at the *Rock de l'Atides* have been published, though no particulars are given of one important factor—the size of the target. At ranges from 2,400 to 4,900 yards the following were the best and worst records.

Ships.	Shots.	Hits.	Per Cent.	Time.
<i>Cassini</i>	51	32	72	9 min.
<i>Friant</i>	50	41	82	15 "
<i>Du Chayla</i>	57	35	61	13 "
<i>Jauréguiberry</i>	52	32	61	28 "
<i>Gallide</i>	36	21	58	10 "
<i>Trohanari</i>	51	30	59	27 "
<i>Linois</i>	36	22	61	13 "
<i>Chanzy</i>	40	22	55	22 "
<i>Marcel</i>	41	28	68	27 "
<i>Jennapies</i>	24	5	21	15 "
<i>Mastena</i>	22	5	23	15 "

For purposes of comparison it may be stated that the best British record is the cruiser *Scylla's* 80 per cent., obtained in the Mediterranean in the presence of independent markers, and against the ordinary service targets for quick-firers. So far we know, no other British ship has come at all near her. The French shooting seems to be very good indeed.

The Admiralty and Target Practice.

The Admiralty have directed that in future when a ship goes out for prize-firing at least two officers from other ships shall attend as umpires. Since the punishment cruise of the *Australia* officers and men alike have recognised the importance of compiling a return that will not excite official wrath, and there have been rumours, purely malicious we hope, that some of the returns have been more or less apocryphal. But whatever may have been the actual motive underlying this order, it is another good indication of the interest felt by the Admiralty in what is unquestionably the most vital part of naval routine. It is a mere platitude to say that a war ship exists that she may sink, burn, or capture the enemy, and to do this she must place her first reliance on her guns. Nor will anyone dispute the statement that a ship making 60 per cent. of hits is the exact equivalent of two sister ships making 30 per cent. of hits. Take a hypothetical but not unnatural case. Two ships, equally armed, are cleared for action. On the ship where gunnery has been neglected the first broadside will be a range-finder. On the other ship, where the men have been practised in good shooting, they will probably get two shots in. In thirty seconds, before the demoralised crew have recovered from the shock, another broadside from the better disciplined ship will probably record five hits, and the enemy is wiped out of existence. It is said that the shooting at some of the recent target-firings has been deplorably bad, but we hope the report is incorrect, as owing to the fearfully destructive powers of modern explosives, a very few rounds will settle the most formidable antagonist, and therefore it is of paramount importance that our gunners shall obtain the first hits. The appointment of umpires to attend prize-firing is therefore a step in the right direction, as whatever may be the merits or demerits of the case the Admiralty will be placed in possession of the exact truth. For if our men are indifferent shots, it is far better to know the fact, than to make the discovery when it is too late.

The Transport of an Army Corps.

As the Navy undertakes the task of providing transport in the event of an army corps being unfortunately needed in South Africa, a great deal of work will fall upon the Admiralty. An army corps at full strength, without covering troops, musters 35,000 men, 10,118 horses, 98 machines and other guns, and about 1,600 waggon, carts and vans. Besides these, from 10,000 to 15,000 covering troops to protect the line of communications are included. The following figures for some previous expeditions will indicate the amount of tonnage that is likely to be required:

	No. of Horses, Mules, etc.	Ships.	Tonnage.
1854. Crimea	30,000	2,000	—
1876. India to Cyprus.....	6,500	1,840	28
1879. South Africa	8,136	1,951	18
1880. Transvaal	7,374	3,442	19
1882. Egypt	19,148	5,908	44

At the rate of tonnage allowed per man in 1882 it would require about 220,000 net tons of shipping to move the army corps and its covering troops, but the voyage to the Cape is longer than to Egypt, which all means increased space and greater tonnage.

More Cruisers Needed.

So far as the manoeuvres have taught any tactical lesson—and the fact that the two battle squadrons never faced each other, and that the destroyers and torpedo boats also, signally failed to effect anything worthy of notice, has imparted the same—it is that England needs far more cruisers, and that the large ships

out of all proportion more efficient than the small one. In fact, such types as the *Pelorus* and *Argonaut* in war would stand a very poor chance against the *Condé*, *Dupleix*, and *Duguay de Lamoignon*. The big cruiser, on the other hand, is fast in any weather, and can take care of herself. It is a significant fact that none of the five *Diadems* taking part in the exercises had to lower her flag. In war a cruiser engaged in reconnaissance work will always have to force her way through a screen of the enemy's cruisers, and to do this she must be a good fighting ship. Such considerations have led to the new and formidable types of armoured cruisers now under construction for the Navy. Of these we have six of 12,000 tons, four of 14,000 tons, and four of 9,800 tons. Next years Estimates ought to see the two latter groups doubled. From the armoured and the powerful batteries, which these ships carry, they could figure very passably in the line of battle, in spite of their great length and bad turning circle.

Trial of the "Alabama."

A report of the builders' trial of the U.S. battleship *Alabama* on August 29, off Delaware Bay, over a distance of eleven and a half knots, states that in the last of the four runs made over this distance, she reached a rate of speed of 17.2 knots per hour. This speed was obtained under forced draught, 165 pounds of steam and 11 1/2 revolutions of the propellers. The wind at the time favoured the vessel, blowing strong from the north-east. The run immediately preceding the last one was made at the rate of 15.43 knots an hour, weather conditions being reversed. This makes the average speed for the two runs under forced draught 16.32 knots per hour. Her builders, Messrs Cramp, of Philadelphia, considered the trial very satisfactory, especially as the hull of the vessel under water could not have been in very good condition, not having been cleaned for over a year. The ventilating system in the fire rooms will probably have to be made more effective.

New Russian Cruiser.

The *Kronstadtiki Viesnik* states that the first vessel to be built at the new Government yard at Windau will be a Russian cruiser with protected deck. Her displacement will be 6,375 tons; length, 412 ft.; beam, 54 1/2 ft.; draught with full load, 20.2 ft.; speed, 23 knots. Her two engines, served by twelve Normann boilers, will develop 20,000 h.p. She will have three funnels, her foremost funnel being right forward. She will have two masts, each with a fighting top, and two bridges. The deck protection will be two centimetres in thickness along the whole length. Her armament will consist of twelve 6-in. Canon guns, 45 calibre, two in the fore and two in the aft turret, and eight in the casemates; twelve 7.5 centimetre 50-calibre guns in the battery, and eight 4.7 centimetre Hotchkiss guns; also five torpedo tubes, two under water broadside forward and three above water port, broadside aft and one right in the bows. Her freeboard will be 25 ft. 6 in.

Uncle Sam's Fleet.

Tremendous sums of money will be asked of Congress this Session for the support and maintenance of U. S. Navy. Estimates have been prepared by the various bureaus for submission to the Secretary, and while they will be greatly reduced, the facts remain that the navy will require a vastly greater sum of money to maintain it in future than heretofore, even on a peace basis. Every bureau of the Department in its estimates shows that the appropriations must be largely advanced in order that the service may be efficiently maintained. Constructor Elchborn asks for \$1,000,000 more for repairing ships; in previous years he has got along with \$500,000. He asks also for \$300,000,000 for new ships. Admiral Melville wants a good deal of money for his department and the Navigation Bureau has estimates for clerical hire and other expenses incident to the establishment of naval stations at Havana, San Juan, Cavite, and the administration of the government at Guam where a naval officer is Governor. The country will find out that to maintain a first-class navy in first-class condition requires a large amount of money.

Russia's New Battleship.

Details of new construction in Russia show that the enormous programme of last year is being steadily carried out. Of the six battleships projected under that programme five are now in hand. These five are the *Retvizan*, laid down at Philadelphia last December; the *Tsarevitch*, building in France at La Seyne; and the *Pravda*, *Borodino*, and *Imperator Alexander III.* in hand at St. Petersburg. A sixth battleship, to be named the *Orel*, will be shortly commenced. All will be of the *Retvizan* type, carrying four twelve inch, twelve 6-in., twenty 12 pdr. and twenty 3-pdr. guns. The armament of the *Kniaz Potemkin*, now completing at Nikolaiev, has been changed. Instead of carrying eight 6-in. and four 4.7 in. quick-firers, she will receive as her main armament sixteen 6-in. guns, on the Canon system in pairs, each on a mount so that each pair is equivalent to a double-barrelled cannon. This is a novel idea. The *Kronstadtiki Viesnik* publishes some particulars of the battleship *Borodino* building at the docks of the new Admiralty, St. Petersburg. The length of the vessel is 397 ft.; beam 76 ft.; draught on an even keel, 26 ft.; displacement, 13,500 tons. Her engines will develop 10,000 horse-power. Like the *Retvizan*, building in France, she will have a special protection 1.6 in. in thickness against torpedoes. Her belt of armour will be 7 ins. thick in the upper part; 9 ins. in the middle, and 4 ins. in the lower part. According to the *St. Petersburg Vedomosti*, two new first cruisers will be begun shortly at Nikolaiev. When finished they will form part of the Black Sea fleet. The *Novaya Vremya* states that the Russian cruiser *Diana*, 6,500 tons, of the same type as the *Pallada* will be launched at Galerny Island, St. Petersburg, on October 2.

FRANCE AND RUSSIA.

With the object of counterbalancing the Russian propaganda, says a Reuter's telegram, the French Government has instructed the Jesuits to enlarge considerably the French Faculty of Medicine, subsidised by the French Government in the East. A sum of two million francs will be given to the Jesuits for this work, which will make the establishment of the Faculty of Medicine at Beyrouth equal to those of Europe. The Examining Board, which comprises Senators Cornil and Dujardin, Professors at the Faculty of Medicine of Paris is expected to arrive here in November, and will give advice on the task which is to be carried out.

PRAISE FOR SIR G. WHITE.

It is now believed that the Boers' chance of capturing Ladysmith has disappeared. Sir George White's splendid defence of the position has removed the painful impression caused by the reverse of the 30th October, and adverse opinions then expressed as to his fitness for the command are being modified, if not changed entirely.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:

Brooks, Captain J. S. Leopold, E.
Bingham, J. E. Meiman, H.
Barker, A. M. Mamedine, E.
Baber, Miss Z. Marthens, A.
Blum, M. Moses, H. E. H.
Bird, E. G. McKay, A. L.
Dachmann, Mrs. E. MacDonald, Mrs. E.
Bowman, W. Moane, G. H.
Bingham, Mrs. McLeod, Mr. and Mrs.
Beulick, P. M. Moldajad, P.
Boutly, Miss Martini, Sig.
Bandarera, H. McCoy, J. P.
Boisard, W. T. Monsarrat, F. G.
Barton, W. L. McClelland, Miss
Brickendorff, A. Morris, R.
Busch, Mrs. C. M. McFeterish, T.
Bonderoff, H. Mosely, Mrs. M. E.
Bowley, C. Nathan Sons, N. P.
Brown Bros., N. P. Niven, L.
Brett & Co. Poincillit, C. H.
Bourdoulon, Mons. De Petchak, M.
Blow, T. B. Porusse, L. L.
Cohen, M. Q. Partridge, C.
Calder, Miss Piemonge, T. F.
Cong, G. Prynne, F. J.
Chubb, A. Pelley, E. Le
Camille, C. Paulsen, Dr. A.
Charousset, P. Piesse, C.
Colent, Miss M. Pierce, Mrs. G.
Crowe, Miss P. Powell, H. P.
Crooke, D. Pierce, W.
Crook, Miss H. C. Passano, L. C.
Charles, W. D. Potter, Rev. H. C.
Caneris, M. Rotenberg, C.
Clarke, Miss M. Reyes, G.
Conslad, Dr. P. B. Rogers, Major A.
Duncan, Mrs. J. A. Rouget, J.
Dubre, Mons. Rostein, B.
Dalton, E. C. Reiber, F.
Dark Yenna, Mons. Riccardo, P.
Dahl, L. Roberts, Mrs. A. D.
Dezso, D. Spinal Miss A.
Dorich A. Smallwood, E. E.
Francis, Mr. Saldana, D. C.
Finanski, L. Stenion, J.
Fondera, A. Stanley, J. W.
Fondry, C. F. Schustermann, V.
Forster, R. C. H. Sait Mian Abdul Karim
Graham, Miss L. Ah Mohamed
Guerra, T. Strongfield, Sir M. K. Y.
Glase, Mr. Sydney, W. A.
Gough, W. Stenion, Miss J.
Gott, L. Seeborg, Capt. T.
Gronnhagen, Mr. W. Stuart, Miss
Goble, Mrs. G. Sperry, Miss B. S.
Grünberg, J. Sharpe, C. C.
Hofstad, L. Shiarco, D. A.
Hart, Miss M. Thomson, R.
Harvey, Mrs. C. Taber, Miss H.
Hudson, Lt. A. K. Tompson, C. H.
Heinsen & Co., C. Thompson, H.
Hesketh, S. B. Voebel, R.
Harrison, W. H. C. Weickens, H.
Havil, Maria Weismann, B.
Hoid, J. G. Watson, E. R.
Howard, J. C. White, S. J.
Haimovitch, E. Williams, W. R.
Horwitz, E. Williamson, R.
Ipicjian, J. Wing, W.
Johnston, A. H. Windrich, K.
Jackson, H. Well, R.
Kunkel, M. Wolfe, M. D.
Kaimol, J. J. Wilson, Mrs. E.
Kynodon, A. Whinnier, T. C.
Lock, H. S. Young & Lawson,
Lamb, W. P. Messrs.
Lawson, H. L. W. Zuhaf, F.

List of Registered Covers in Poste Restante.

Antonieta, Ferriolo. Khan, Mehta
Bonamour, P. Kaufmann, W. W.
Balch, A. W. Kohn, Siegfried.
Bauer, J. J. Kohn, Louis.
Cameron, Wm. Lopez, J. G. (2)
Crawford, J. R. Mayer, A.
Cunningham, A. Miller, Miss.
Colman, Mrs. W. H. M. Meha, Estain
Chief Engineer Hong Kong Railway Mullins, D.
Din, Mur Mugal Khan
Danzberg, Mrs. E. Mayer, A.
Drex, E. Nestor, W. N.
Dahl, L. O'Sullivan, M. M.
Kalkenick, S. P. Pousingh, Tegulnat
Franklin, Miss A. Ragan, Antonio
Freidmann, M. Khas, A.
Fook Sing & Co. Rocco, G. (2)
Fehz, Dr. Renault, Mons. Paul (2)
Faktor, D. Romero, J.
Forsyth, G. G. S. Singh, Kaiser
Godaneky, E. Singh, Jewen
Gdansk, S. O. Singh, Ottana
Gdansk, S. O. Singh, Sporan
Silva, M. D.
Harris, F. Stemer, C. L.
Heskeith, G. B. (2) Schmidt, Mrs. A.
Hooper, G. W. (4) Senear, Aba
Jama, Esik Veneberg, G.
Jorge, J. V. Weill, A. (2)
Jackson, Sergi. C. Weisman, J.
Ko Sin Fan Yamada, C.
Kalandar Khan

List of Registered Covers for Merchant Ships.

S.S. Changsha C. F. Moule.
S.S. Calcha Williams.
S.S. Formosa T. H. Gill.
S.S. Looboh C. Menrus.
S.S. Monghut James Roberts.
S.S. Patroclus D. Pritchard.
S.S. Patroclus W. R. Wigmore.
S.S. Paravang Chief Engineer.
S.S. Trinan Capt. Anderson.

Intimation.

F. CAZANOVE,

BON D'AUX.
GOLD MEDALS
Bordeaux, 1892. Paris, 1889.

LIQUOR

OF THE REVEREND FATHER
A. KERMANN.

This ELIXIR is employed with success to restore the FORCES OF THE STOMACH AND FACILITATE THE DIGESTION.

TONIC WINE

OF THE H. V. F. KERMANN
EXTRA-TRA OF GOLD.
CREME DE MANDARINE.
AVELINE ANNETTE SUPERFINE.

Apply to LAENDLER & Co., Paris.

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.
FOR SHANGHAI.
THE Company's Steamship
"HANGCHOW."
Captain "Faire" will be despatched as above TO-MORROW, the 7th instant.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 5th December, 1899. [1500a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship
"AUSTRALIAN."
Captain Helms, will be despatched as above on FRIDAY, the 8th instant, at Daylight.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric-light.
A Stewardess and a duly-qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.
For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.
Hongkong, 5th December, 1899. [1452a]

THE OSAKA SHOSHEN KAISHA, LIMITED.
FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship
"MATSUZU MARU."
Captain T. Ogata, will be despatched for the above ports, on SUNDAY, the 10th instant, at Daylight.
For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents.
Hongkong, 4th December, 1899. [1473a]

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship
"IDOMENEUS."
Captain Riley, will be despatched as above on TUESDAY, the 12th December.
For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 16th November, 1899. [1433a]

OCEAN STEAMSHIP COMPANY.
FOR LIVERPOOL (DIRECT).
(Not calling at LONDON.)
THE Company's Steamship
"TANTALUS."
Captain Barlett, will be despatched on or about FRIDAY, the 15th December.
Taking Cargo to LIVERPOOL at LONDON Rates.
For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 14th November, 1899. [1466a]

SHEWAN TOMES & CO'S. "NEW YORK" LINE.
FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship
"ASAMA,"
will be despatched for the above Port, on or about the 10th December.
For Freight, apply to SHEWAN, TOMES & Co., Agents.
Hongkong, 23rd November, 1899. [1447a]

CHINA NAVIGATION COMPANY, LIMITED.
FOR MANILA.
THE Company's Steamship
"CHINGTU."
Captain Williams, will be despatched as above on WEDNESDAY, the 20th December.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 23rd November, 1899. [1456a]

CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship
"CHINGTU."
Captain Williams, will be despatched on WEDNESDAY, the 20th December, at Noon.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 23rd November, 1899. [1459a]

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship
"PATROCLUS."
Captain Dickens, will be despatched as above on TUESDAY, the 26th instant.
For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 5th December, 1899. [1502a]

FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship
"AFGHANISTAN."
will be despatched for the above port.
For Freight, apply to DODWELL & CO., LIMITED, Agents.
Hongkong, 21st November, 1899. [1466a]

Shipping.

STEAMER.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
"AFRIDI"
will be despatched for the above Port about the middle of January, 1900.
For Freight, apply to DODWELL & CO., LIMITED, Agents.
Hongkong, 5th December, 1899. [1503a]

SAILING VESSELS.

FOR PHILADELPHIA & NEW YORK.
THE 3/3 A.I.I. American Ship
"ST. MARK."
Captain Dudley, is ready to take Cargo here for the above Ports and will have quick despatch.

FOR BALTIMORE & NEW YORK.
THE 3/3 A.I.I. American Ship
"REUCE."
Captain Whitmore, is ready to take Cargo here for the above Ports and will have quick despatch.

FOR NEW YORK.
THE 3/3 A.I.I. American Bark
"ADOLPH OBRIG."
Captain Amshury, having arrived will shortly load here for the above Port and will have quick despatch.

For Freight, apply to ARNHOLD, KARBURG & Co., Agents.
Hongkong, 10th November, 1899. [1405a]

Consignees.

IMPERIAL GERMAN MAIL LINE.
NOTICE TO CONSIGNEES.
S.S. "PRINZ HEINRICH,"
of the NORDDEUTSCHER LLOYD.

The above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.
No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 7th December, will be subject to rent.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 7th December, and MONDAY, the 11th December, at 9.30 A.M. All Claims must reach us before the 14th December, or they will not be recognized.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & Co., Agents.
Hongkong, 30th November, 1899. [1394a]

"BEN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
STEAMSHIP "BENALDER,"
FROM ANTWERP, LONDON AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th instant, will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 16th instant, or they will not be recognized.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th instant, at 3 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.
Hongkong, 1st December, 1899. [1402a]

For Sale.

FOR SALE.
STOCKBROKERS' TELEGRAM CODE,
Cloth; 492 pp.—5s.; Postage Extra.
Approval.

"CODE" of This Paper.
Hongkong, 25th November, 1899. [1468a]

XMAS SALE During 2 Weeks only.
JAPANESE FINE GOODS with 30% Discount.
New Goods arriving EVERY DAY, commencing from 1st December.

D. NOMA,
No. 12, Beaconsfield Arcade,
Opposite the City Hall.
Hongkong, 29th November, 1899. [1382a]

To be Let.

"HARFORD" MAGAZINE GAP.
GODOWNS at KENNEDY TOWN,
GROUND FLOOR, 32, PEARL STREET.
Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 17th November, 1899. [137a]

OFFICES TO LET.
No. 24, ICE HOUSE STREET. Immediate Possession.
Apply to W. DANBY,
Civil Engineer & Architect.
Hongkong, 7th October, 1899. [1281a]

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, and CLOCK MAKERS JEWELLERS, SILVER SMITHS, and OPTICIANS.
NATURAL INSTRUMENTS.
Sole Agents for Louis Audanant's Watches awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.
Nos. 44 & 46, Queen's Road Central. [140]

NOTICE.
THE OFFICES of the "HONGKONG TELEGRAPH" have this Day been removed to No. 10, QUEEN'S ROAD CENTRAL; Second Floor, (the premises formerly occupied by Messrs. POWELL & Co.) to which address all communications should be addressed.
ETH. F. SKERTCHLY,
Manager.
Hongkong, 1st May, 1899.

Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK, INCLUDING:—

BATTERIES, CHEMICALS, ELECTRIC BELLS, INSULATORS, LIGHTNING CONDUCTORS, SWITCHES, TELEPHONES, WIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—13, PRAYA CENTRAL.

For full particulars &c., &c., Apply to W. STUART HARRISON, Manager.

Hongkong, 18th January, 1898. [135]

MITSUI BUSSAN KAISHA, No. 6, Ice House Street, Praya Central.

Head Office:—TOKIO.

Branch Offices:—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG and all Ports in JAPAN.

Agencies:—Mitsui Coal Mines, Kanada Coal Mines, Hokoku Coal Mines, Yoshinotani Coal Mines, Onomura Coal Mines, No. 1 Onomura Coal Mines, Ichimura Coal Mines, Kishima Coal Mines, Voshio Coal Mines, Yamano Coal Mines, Manoura Coal Mines, Tokyo Marine Insurance Co., Limited, Meiji Fire Insurance Co., Limited, Kanagafuchi Cotton Spinning Mills, Shanghai Cotton Spinning Mills, Tokyo Cotton Spinning Mills, Mitsui Cotton Spinning Mills, Imperial Government Paper Mills, Onoda Cement Company.

MITSUI BUSSAN KAISHA, K. HASEGAWA, Manager.

Intimations.

MEE CHEUNG,

PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
ICE-HOUSE ROAD.

Is now in position, in his New and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.

GROUPS AND VIEWS

a specialty.

Hongkong, 22nd September 1898. [45]

SIEN TING,

SURGEON DENTIST,
No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation free.

Hongkong, 27th September, 1898. [43]

DENTISTRY.

SUI SANG,

(Lately Practising with Dr. I. SAKATA),
DENTIST,

No. 4, Queen's Road Central.

Hongkong, 8th March, 1899. [18a]

NOTICE.

NIGHT SCHOOL FOR EUROPEANS, by an
EX-SCHOOLMASTER.Terms moderate, for Particulars apply
c/o This Office.

Hongkong, 18th August, 1899. [104a]

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, nor the AGENTS, nor the
OWNERS will be RESPONSIBLE for any
DEBTS contracted by the Officers or the Crews
of the following Vessels during their stay in
Hongkong Harbours:

RUCCE, American ship, D. Whitmore—Stan-
dard Oil Co.

VISITORS AT THE HONGKONG

HOTEL.

Aitken, Mr. J. H. Konorah, Madam

Angus, Mrs. John Leggart, Mr. E. A.

Attenroth, Mr. & Mrs. Levy, Mr. L. A.

Bailey, Mr. W. S. Logan, Mr. and Mrs.

Baldwin, Mr. and Mrs. D., children & maid

G. F. Lowe, Miss

Baldwin, Master MacLachlan, Miss D.

Baldwin's maid, Mrs. MacLaren, Mr. & Mrs.

Barge, Mr. B. F. Macmillan, Mr. A. G.

Barlow, Mr. B. J. Maloney, Mr. D. F.

Berol, Mr. Max Maslovsky, Mr. W. V.

Berol, Mr. W. Mason, Mr. and Miss

Black, Mr. W. M. Mayston, Mr. J. Y.

Blackburn, Com. R. N. McCrackin, Mrs. and

Bottenheim, Mr. and child

Mrs. A. H. McLeod, Mr. & Mrs. E.

Branch, Mr. B. Messer, Mr. T. S.

Brown, Mr. and Mrs. Mitchell, Mr. W. B.

D. E. Murphy, Mr. E. O.

Brown, Mr. J. W. Naylor, Mr. C.

Brownlow, Mr. E. O. O'Neill, Mr. J. J.

Brusse, Mr. G. O'Leary, Mr. C. B.

Bull, Mr. W. P. Pando, Mr. W. F.

Bulley, Miss Parfitt, Mr. W.

Burgdorff, Mr. T. F. Perry, Mr. J. C.

Caldor, Miss Reeves, Mr.

Cameron, Mr. & Mrs. D. Richardson, Mr. and

Carter, Mr. A. B. Mrs. C. E.

Christensen, Mrs. Richardson, Miss

Clark, Dr. and Mrs. F. Richardson, Mr. G. E.

Clemesha, Mr. W. H. Roberts, Mr. and Mrs.

Cramer, Mr. J. P. Miss

Conliffe, Miss Robins, Mr. S. J.

Denroche, Mr. P. C. Rolph, Mr. R. T.

Dewar, Mr. R. H. Roney, Mr. H. R.

Drew, Mr. C. H. Russell, Miss

Drum, Miss Savouret, Mr. E.

Everett, Mr. W. H. Simmins, Mr. H.

Farrell, Mrs. and child Skeer, Mrs. and 2 maids

Focken, Miss Smythe, Mr. A. J.

Fucker, Mr. W. Hamilton

Gibson, Mr. & Mrs. K. Spate, Mr. G.

Gilmour, Comdr. F. D. Spinnery, Mr. and Mrs.

Goldard, Capt. Stahl, Dr. Max

Graham, Miss Steger, Mr. M.

Griffin, Major and Mrs. Taylor, Mr. H.

Groves, Mrs. Taylor, Mr. J. W.

Gravener, Mr. & Mrs. Thomas, Mr. C.

Guignard, Mr. T. Tibbey, Mr. H. M.

Hasslopp, Mrs. Trigobal, Mr.

Hall, Mr. R. J. Twining, Miss

Hamilton, Miss Urbig, Mr. F.

Home, Staff-Surg. and Vaughn, Mr. H. S.

Horsey, Mr. and Mrs. Waldow, Mr. and Mrs.

H. H. Walling, Mr. and Mrs.

Howard, Mr. T. G. Whitey, Mr. & Mrs. W.

Hudson, Mr. A. G. Whitey, Miss

Hughes, Mr. W. Kerfoot, Whitlow, Mr. and Mrs.

Huson, Mr. G. A. W.

Jefferys, Major & Mrs. Wild, Mr. and Mrs.

Joseph, Mr. and Mrs. Inghall

Katsch, Mr. E. A. Williamson, Mrs. J.

Kempel, Mr. A. W. Worfield, Mr. and Mrs.

Kilworth, Mrs. J. L. Wreeland, Mr. C. E.

Kirkwood, Mr. L. Zuercher, Mr. C. H.

Wood, Mr. A. G.

Johns, Major G. R. St.

CHACHIBURN.

Flynn, R. N. Rev. F. Simonds, Capt. C. B.

Johnston, Mr. R. F. R. A.

O'Leary, Mrs. T. S. Simmonds, Mrs.

Ormsby, Hon. & Mrs. Snow, Mr. C. F. U.S.N.

R. D. Snow, Mr. C. F. U.S.N.

Ormsby, Miss

Russell, Mr. and Mrs. Volpicelli, Consul

E. F. Volpicelli, Madame

OPUM QUOTATIONS.

Hongkong, 6th December.

New Patna 915 per chest

New Benares 905

New Patna 910 per picul

Old Patna 910

Persian, paper tied 925

The Share Market.

LATEST QUOTATIONS.

(December 6th.)

Companies. Paid up Capital. Latest quotation.

Banks.

Hongkong & Shanghai Banking Corporation \$125 350 % premium

The Bank of China (Preference) £ 5 Nominal

The Bank of China (Ordinary) £ 4 £1 buyers

The Bank of China (Deferred) £ 1 £5.5 buyers

National Bank of China, Ltd. Founders £ 1 \$20

Do. £ 8 \$30

Marine Insurance.

Union Ins. Society of Canton, Ltd. \$ 50 \$242

China Traders' Ins. Co., Ltd. \$ 25 \$59

North China Ins. Co., Ltd. \$ 25 Tls. 190

Yangtze Ins. Assoc. Co., Ltd. \$ 60 \$121

Canton Ins. Office, Ltd. \$ 50 \$124

Straits Ins. Co., Ltd. \$ 20 \$24

Fire Insurance.

Hongkong Fire Ins. Co., Ltd. \$ 50 \$127

China Fire Ins. Co., Ltd. \$ 20 \$28 buyers

Shipping.

Hongkong, Canton, & Macao Steamboat Co., Limited \$ 15 \$304

Indo-China Steam Navigation Co., Ltd. £ 10 \$87

China & Manila S.S. Co., Ltd. \$ 50 \$90

Douglas Steamship Co., Ltd. \$ 50 \$47

China Mutual S. N. Co., Ltd. (Pref.) £ 10 £9.15 buyers

China Mutual S. N. Co., Ltd. (Ord.) £ 10 £9 buyers

China Mutual S. N. Co., Ltd. (Ord.) £ 5 £5 buyers

Star Ferry Co., Ltd. \$ 10 \$214

"Shell" Transport & Trading Co., Ltd. £100 £230

Refineries.

China Sugar Refining Co., Ltd. \$100 \$123

Luzon Sugar Refining Co., Ltd. \$100 \$47

Mining.

Punjom Mining Co., Ltd. \$ 6 \$8

Punjom Mining Preference Shares \$ 1 \$1.30

Société Française des Charbonnages du Tonkin Fcs. 250 \$300

Queen Mines, Ltd. 25 cts. \$0.40

Jebebu Mining and Trading Co., Ltd. \$ 5 \$14

Raub Altian Gold Mining Co., Ltd. 15s. 10d. \$63

Olive's Freehold Mines, Ltd. \$ 5 \$9

Olive's Freehold Mines, Ltd. \$ 41 \$64

Great Eastern & Caledonian Gold Mining Co., Ltd. \$ 5 \$8.80

Do. (Preference) \$ 1 \$0.50 sellers

Docks, Wharves and Godowns.

Hongkong & Whampoa Dock Co., Ltd. \$125 52 %

Hongkong & Kowloon Wharf & Godown Co., Ltd. \$ 50 \$84

Wanchai Warehouse & Storage Co., Ltd. \$ 37 1/2 \$4 buyers

New Amoy Dock Co., Ltd. \$ 64.19

Lands, Hotels and Buildings.

China Provident Loan & Mortgage Co., Ltd. \$ 10 \$9.50

Hongkong Land Co., Ltd. \$ 10 \$11

Wingut & Agency Co., Ltd. \$ 50 \$111

Kowloon Land and Building Co., Ltd. \$ 30 \$28

West Point Building Co., Ltd. \$ 50 \$29 1/2

Hongkong Hotel Co., Ltd. \$ 50 \$115

Humphrey's Estate & Finance Co., Ltd. \$ 10 \$94

Cotton Mills.

Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd. \$100 \$58

Ewan Cotton Spinning & W. Co., Ltd. Tls. 100 Tls. 65

International Cotton Mfg. Co., Ltd. Tls. 100 Tls. 65

Lau-kaung-mow Cotton Spinning & Weaving Co., Ltd. Tls. 100 Tls. 75

Soy Chee Cotton Spinning Co., Ltd. Tls. 500 Tls. 350

Yahloong Cotton Spinning Co., Ltd. Tls. 100 Tls. 55

Miscellaneous.

Green Island Cement Co., Ltd. \$ 10 \$27

China-Harmon Co., Ltd. \$ 5 \$10

A. S. Watson & Co., Limited \$ 10 \$15.75 ex div.

Watkins, Limited \$ 10 \$10

Hongkong Electric Co., Limited \$ 10 \$10 1/2

Hongkong Electric Co., Limited \$ 2 \$2

Hongkong and China Gas Co., Ltd. £ 10 \$130

Hongkong Rope Manufacturing Co., Ltd. £ 50 \$198 buyers

Gen. Fenwick & Co., Ltd. \$ 25 \$42

H'kong Ice Co., Ltd. \$ 25 \$125

H'kong High-Level Tramways Co., Ltd. \$100 \$147 1/2

Dairy Farm Co., Ltd. £ 6 \$6

Hongkong and China Bakery Co., Ltd. £ 50 \$25

Campbell, Moore and Co., Ltd. £ 10 \$15 buyers

Bell's Asbestos Eastern Agency, Ltd. £ 1 £1 nominal

United Asbestos Oriental Agency, Ltd. \$ 4 \$4

United Asbestos Oriental Agency, Ltd. \$ 10 \$10

Carmichael & Co., Ltd. £ 20 \$8

Tebrau Planting Co., Ltd. \$ 5 \$5 per share

Tebrau Planting Co., Ltd. \$ 4 \$4

BENJAMIN, KELLY & POTTS, Share Brokers, Telegraph Address—"Rialto," Telephone No. 148.

EXCHANGE.

Hongkong, 6th December.

ON LONDON, Telegraphic Transfer, 1/11 7/16

Bank Bills, on demand 1/11 1/16

Credit, 4 months' sight 1/11 1/16

D'Almeida, 4 months' sight 1/11 1/16

ON BEKIN, (demand) 1/11 1/16

ON PARIS, Bank Bills, on demand 1/11 1/16

Credit, 4 months' sight 1/11 1/16

ON NEW YORK, Bank Bills, on demand 1/11 1/16

Credit, 30 days' sight 1/11 1/16

ON SHANGHAI, Telegraphic Transfer 1/11 1/16

Private, 30 days' sight 1/11 1/16

ON YOKOHAMA, T.T. 1/11 1/16

Sovereigns, Bank's Buying Rate 1/11 1/16

Gold Leaf 100 touch, per mel 1/11 1/16

Bar Silver 1/11 1/16

Dollars 1/11 1/16

VESSELS IN PORT.

Steamers.

AUSTRALIAN, British steamer, 3,000, P. T. Helms, 3rd Dec., Kobe 27th Nov., General—Gibb, Livingston & Co.

CHOWTAI, British steamer, 1,115, J. A. Morris, 1st Dec., Bangkok and Koh-si-chang 23rd Dec., Rice and General—Yuen Fat Hong.

CHWNSHAN, British steamer, 1,281, J. F. Messer, 1st Dec., Bangkok and Koh-si-chang 22nd Nov., General—Bradley & Co.

CLARA, German steamer, 675, A. Hansen, 30th Nov., Haiphong 26th Nov., Rice—Jensen & Co.

EMPRESS OF JAPAN, British steamer, 5,904, G. A. Lee, R.N.R., 2nd Dec., Vancouver 10th Nov., and Shanghai 30th, Mails and General—C. P. R. Co.

EQUATORIA, Belgian str., 1,236, W. Williams, 22nd Oct., Swatow 21st Oct., Ballast—Lau, Westgarth & Co.

FUKUI MARU, Japanese steamer, 1,815, Y. Hirayama, 3rd Dec., Moji 27th Nov., Coal—Mitsui Bussan Kaisha.

HAITAN, British steamer, 1,183, J. S. Roach, 19th Nov., Foochow and Amoy 18th Nov., General—Douglas, Laprak & Co.

HANOT, French steamer, 739, Pannier, 4th Dec., Haiphong and Hoihow 3rd Dec., General—A. R. Marty.

HOENZOLLERN, German steamer, 2,039, H. Kirchner, 6th Nov., Yokohama 27th Oct., Kobe 31st, and Nagasaki 2nd Nov., General—Meichien & Co.

HOHIO, French steamer, 599, J. C. Genard, 5th Dec., Pakhoi 3rd Dec., General—A. R. Marty.

HOLSTEIN, German steamer, 985, M. Ipland, 28th Nov., Saigon 22nd Nov., Rice—Jensen & Co.

HONGKONG MARU, Japanese steamer, 3,385, W. E. Filmer, 29th Nov., San Francisco 1st Nov., Honolulu 8th, Yokohama 11st, Kobe 22nd, Nagasaki 24th, and Shanghai 27th, General—J. S. Van Buren.

INORAHAN, German steamer, 894, E. F. Piper, 2nd Dec., Amoy 30th Nov., General—Meyer & Co.

KACHIDATE MARU, Japanese steamer, 2,143, S. Fujiki, 1st Dec., Moji 28th Nov., Coal—Mitsui Bussan Kaisha.

KEONG WAH, British steamer, 1,115, T. W. Groves, 3rd Dec., Bangkok 22nd Nov., Rice and Timber—Yuen Fat Hong.

KONG BENG, British steamer, 862, F. W. Joslin, 4th Dec., Haiphong 2nd Dec., Rice—Butterfield & Swire.

KYOTO MARU, Japanese steamer, 1,640, T. Sakurai, 28th Nov., Moji 23rd Nov., Coal—Doddwell & Co.

MICHAEL JENSEN, German steamer, 710, Burken, 1st Dec., Chelof 28th Nov., General—Jensen & Co.

NANYANG, German steamer, 983, Th. Lehtman, 3rd Dec., Canton 3rd Dec., General—Nielsen & Co.

TAI CHEONG, German steamer, 828, H. Ahrens, 2nd Dec., Saigon 40th Nov., Rice and Timber—Meyer & Co.

TAKSANG, British steamer, 977, Albert Smith, 3rd Dec., Canton 3rd Dec., General—Jardine, Matheson & Co.

UNDAUNTED, British steamer, 2,026, S. Elcoate, 9th Nov., Philadelphia 8th Sept., Kerosine Oil—Order.

VENUS, American steamer, 562, D. Imas, 4th Dec., Cebu 29th Nov., Sugar—Brandao & Co.

ZWEIN, British steamer, 941, J. H. Nesbitt, 5th Dec., Cheribon and Labuan 23rd November, Sugar and General—Lau, Westgarth & Co.

Sailing Vessels.

ADOLPH ORRIG, American bark, 1,302, Armsbury, 17th Oct., New York 5th May, Case Oil—Standard Oil Co.

JOHN McDONALD, American ship, 2,128, Stern, 25th Nov., New York 25th June, Oil—Standard Oil Co.

MARY L. CUSHING, American bark, 1,534, Pendleton, 1st Oct., New York 16th May, Case Oil—Order.

REUCE, American ship, 1,828, D. Whitmore, 3rd Oct., New York 30th May, Case Oil—Standard Oil Co.

SIMLA, British 4-masted bark, 2,087, Huettis, 25th Aug., Cebu and Philippine Islands 22nd Aug., Ballast—Order.

ST. MARK, American ship, 1,861, D. W. Dudley, 7th Nov., Manila 19th Oct., Ballast—Master.

STATE OF MAINE, American ship, 1,500, Colcord, 9th Oct., New York 20th May, Kerosine Oil—Standard Oil Co.

WARATAH, British schooner, 25, Haynes, 23rd Sept., Takow 15th Sept., Ballast—Mr. F. W. Hall.

WEST YORK, British bark, 706, N. S. Faister, 9th Nov., Alborg, W.A. 4th July, Saider Wind—Order.

WM. H. COVENS, American ship, 1,211, J. T. Erskine, 1st Oct., New York 7th May, and Rio Janeiro 11th July, Kerosine—Standard Oil Co.

HER BRITANNIC MAJESTY'S SHIPS

ON THE CHINA STATION.

Hongkong, December 6th, 1899.